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THE SECOND GYMKHANA.

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Honorary Stewards: His Excellency Vice-Admiral Sir A. L. Duff, K.C.B., H.B. Excellency Major-General Sir John Fowler, K.C.M.G., C.B., D.S.O., Hon. Mr. Claud Severn, C.M.G., and Commodore W. Bowden-Smith, C.B.E.

Stewards: The Hon. Sir C. Paul Chater, K.C., C.M.G.; Hon. Mr. A. G. Stephens; Sir Wm. Ross Davies, Mr. D. G. M. Bernard, Lieut.-Col. G. K. Hall, Brutton, Mr. R. M. Dyer, and Mr. H. P. White.

Clerk of the Course: Mr. H. Birkett.

Secretary: Mr. E. J. Chapman.

Gymkhana Officials: Mr. C. H. Blason, Mr. C. C. Boyd, Mr. D. E. Clark, Capt. E. C. Cross, Mr. C. Forsyth, Mr. T. Johnson, and Mr. F. Sutton.

Judge: Major-General Sir John Fowler, K.C.M.G., C.B., D.S.O.

Assistant Judge: Capt. E. C. Cross.

In Charge of the Scale: Mr. R. M. Dyer, Mr. F. Sutton.

Starter: Mr. P. A. Cox.

Second Starter: Mr. W. D. Fiddes Wil-

son.

Paddock: Dr. C. Forsyth.

Handicapper: Mr. F. Sutton and Mr. T. Johnson.

Timekeeper: Mr. S. Sassoon.

In delightful weather the second

Gymkhana arranged by the Hongkong

Jockey Club took place on Saturday, at

the Race Course, Happy Valley. The

attendance was not as large as usual

and in comparison with the Prince of

Wales Gymkhana, when there was an

exceptionally large crowd, the attendance

on Saturday was small. Among those

present was H.E. the Governor. The

racing was keen and three of the seven

races provided very close finishes.

There was a scarcity of ponies running

and the average number of entrants for

each event was five.

The Gymkhana stakes, although there

were only three entries, provided an ex-

tremely close finish, the three ponies being

bunched coming up the Home Straight.

The event was won by Speckled Mouse

(Mr. Boyd up). At the outset Sportsman

Dahlia took the lead but in the back

stretch Speckled Mouse drew level; thence

onward it was a great struggle, both

ponies fighting it out all the way. To

add to the excitement Spotted Sand,

who was riding Spotted Sand, left the

spurs too late, for the pony could not

make up the lost ground in the time.

As it was, Spotted Sand finished half a

length behind the Dahlia.

The Handicap "A" Class was un-

expectedly won by Lightning, with Capt.

Spinks up. This pony returned the

largest dividend of the day—\$11.10 for

a win. Lightning's most of the way

and was not seriously challenged until

nearing the winning post when Mr. Doyle

on The Duncan drew practically level.

closely pursued by Mr. Gibson on

Septic Dahlia. Lightning won by a short

head, amidst great excitement.

Hongkong Chief ran in the last race

but his handicap was not fancied by

the public, the pony finished a game

second with Spotted Sand first; the

latter pony was badly left at the start

but managed to forge right through the

field and won by two lengths.

Mr. F. M. L. Soares met with a slight

accident at the commencement

of this race. His mount, Toyshop, colli-

ded with Knochuh Leg while the ponies were

lining up for the start. Toyshop fell and

rolled on top of his rider. Mr. Soares

extricated himself quickly but his leg had

been bruised and he was unable to ride

in the race. This was a disappointment

to the crowd as Toyshop was much

fancied. Mr. Soares, however, had the

satisfaction of winning the last race of

the meeting on Spotted Sand.

The meeting was admirably organised.

The band of the King's (Liverpool)

Regiment rendered selections on the lawn

and contributed in no small degree to the

success of the afternoon.

1.—FIVE FURLONGS RACE.

For Subscription Gift of both classes,

of this season, 1921-1922 which have run

and not won a Race. 1st prize, \$250;

2nd prize, \$100; 3rd prize, \$75.

Dr. F. H. Kew's Kangaroo, 155 lbs. (Mr. T. W. Doyle) 1

Mr. Nemaize's Fesenjan, 152 lbs. (Mr. C. C. Boyd) 2

Mr. John Peel's Cassia River, 155 lbs. (Mr. Nemaize) 3

Mr. Blank's Daybird, 155 lbs. (Capt. Spinks) 0

Mr. H. Birkett's Serenic Tide (late Stockman), 155 lbs. (Mr. F. M. L. Soares) 0

Time: 2mins. 24secs.

Won by three lengths; two lengths and a half between second and third.

Pari-Mutuel. Cash Sweep.

Winner: \$12.00 Ticket No.

1. 5.00 13. 324.00

2. 6.00 14. 192.00

Unplaced starters (\$20 each): Nos. 168 and 227.

2.—CLASS HANDICAP: "A" CLASS: THREE QUARTER MILE RACE.

For China ponies. Entrance fee \$5. 1st

prize, \$300; 2nd prize, \$150; 3rd prize, \$100.

Capt. E. G. Spinks' Lightning, 149 lbs. (Capt. Spinks) 1

Mr. Dynast's The Dunlin, 149 lbs. (Mr. T. W. Doyle) 2

Sir Paul's Septic Dahlia, 153 lbs. (Mr. G. H. Gibson) 3

Mr. Dade's Pawshop, 152 lbs. (Mr. F. M. L. Soares) 0

Dr. C. Forsyth's Hurray-up, 151 lbs. (Capt. Palmer) 0

Time: 1min. 35.2secs.

Won by a short head; a head between second and third.

Pari-Mutuel. Cash Sweep.

Winner: \$41.00 Ticket No.

1. 10.00 23. \$1,565.00

2. 10.40 24. 447.40

Unplaced starters (\$20 each): Nos. 284 and 402.

3.—GYMKHANA STAKES.

Value \$300. Distance—One mile. For all China ponies. A Cup to be run for five times, or as decided by the Committee, called the Gymkhana Cup, will be presented at the end of the Season to be won by the pony scoring most marks in the races for the Gymkhana Stakes at the Gymkhana meetings during the Season. 2nd prize, \$200; 3rd prize, \$100.

Mr. Henry Humphreys's Speckled Mouse, 151 lbs. (Mr. C. C. Boyd) 1

Sir Paul's Sportsman Dahlia, 151 lbs. (Mr. G. H. Gibson) 2

Mr. Soares's Spotted Sand, 151 lbs. (Mr. F. M. L. Soares) 3

Time: 2mins. 05.2secs.

Won by a length; half-a-length between second and third.

Pari-Mutuel. Cash Sweep.

Winner: \$12.60 Ticket No.

1. 13.20 27. 1,041

2. 10.81 28. 522

Unplaced starters (\$20 each): Nos. 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

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Time: 2mins. 05.2secs.

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Pari-Mutuel. Cash Sweep.

Winner: \$12.60 Ticket

THE BEAUMONT
BANKRUPTCY.CHARGE AGAINST THE DEBTOR.
MAGISTRATE MAY HEAR MR. BEAUMONT'S EVIDENCE.

The evidence for the prosecution was completed on Saturday in the charge against Mr. E. A. Beaumont of leaving the Colony with intent to defraud or delay proceedings in bankruptcy. Mr. Russ, for the defendant, then submitted that no case for commitment had been made out but the Magistrate said he could not take that view at any rate at this stage, so Mr. Russ obtained an adjournment until today in order to decide whether or not he will call the defendant to give evidence.

The Official Receiver (Mr. G. N. Orme) presented, Mr. C. A. S. Russ defended and Messrs. Leo D'Almeida and G. G. N. Tinson again watched the proceedings on behalf of interested parties.

Police Sergeant Feinler produced a warrant which, he said, he took to Shantung and had endorsed by the Magistrate there. Mr. King, on April 30th, in company with a detective, he arrested the defendant at No. 309, Canton Road, the offices of the North China Produce and Import Company. The defendant was remanded on \$500 bail at the Police Court next morning. On the 5th, witness received a fresh warrant from Mr. King under which he brought the defendant to Hongkong.

Mr. Russ: "The fact that the difficulty in finding the defendant."

Witness: "I looked in the directory. There were two Beaumonts, but only one with these initials."

OFFICIAL RECEIVER'S EVIDENCE.
Mr. Geoffrey Norman Orme, Official Receiver, said he had held the office since November 28th, 1921, and in that capacity he was trustee of E. A. Beaumont, in bankruptcy. Soon after he became Official Receiver he made inquiries as to the defendant's whereabouts both in and out of the office. The only information he could get, added Mr. Orme, was that the debtor was in America.

Mr. Russ: Is that evidence, your Worship?

The Magistrate: I will leave it "could get no satisfactory information."

Mr. Orme said he applied, therefore, to the American Consul and the first information he received of the defendant's definite whereabouts was in March this year. Up to then Shanghai was not in his mind at all. To the best of his knowledge, the defendant had carried out none of the duties imposed on him by Section 23 of the Bankruptcy Ordinance.

Mr. Russ: He is not charged under Section 23 at all.

Mr. Orme: No, but he has duties.

Mr. Russ: I don't want to raise hypothetical objections but I don't think the learned Official Receiver can give evidence of some other offence when speaking to this charge.

Cross-examining, Mr. Russ asked, "Did Mr. Melbourne make any note on the proceedings that Castro said defendant was believed to be in Shanghai?"

Mr. Orme: No, not on my folio.

Mr. Russ: You received no information, at all, when you took over? Did you ask Castro?

Mr. Orme: Not until March. I had no reason to doubt the information given me that he was in America.

Can you tell me whom the creditors were who were pressing for this prosecution? I don't think there is any objection to mentioning their names: Mr. Withington and Mr. Cousen Hughes.

Did they press for prosecution? They pressed for steps to be taken and made complaints about being unable to get anything done.

Mr. Withington came down from Shanghai, didn't he? Did he tell you Beaumont offered to come down and see you? He said he had seen Mr. Beaumont there and was disappointed with the attitude Mr. Beaumont took towards him.

Most creditors are like that. I think you interrogated Beaumont about cheques paid into his private account and on my advice he answered in writing? Did he answer explain that that money was not withheld from his creditors? That is rather introducing new matter, I have not put it in evidence because I thought it not right or necessary now.

I thought you suggested that Beaumont had received \$5,000 unaccounted for. As a matter of fact, in his answers he did account for it completely, didn't he? Have you put it that he withdrew it from the account, whether rightly or wrongly I cannot say.

Then he has the benefit of the doubt. At any rate, you have not brought further charges and if the transaction had been fraudulent you would have done? I won't say what I would have done; I could have done.

Since Mr. Beaumont's release on bail he has offered you every assistance? I have every reason to think so, but I purposely waited for the issue of this case before asking him questions.

This completed the case for the prosecution.

Mr. Russ indicated that he could produce a certificate of the defendant's registration in Shanghai.

ADDRESS FOR THE DEFENCE.

Mr. Russ submitted that the Crown had not established a *prima facie* case that the defendant committed the offence with which he was charged, viz., that "within four months of the presentation of a bankruptcy petition against him he left the Colony to defeat, embarrass or delay proceedings against him in bankruptcy." The kernel of the case had been put very simply and very fairly by the Official Receiver when he asked: "Did the defendant leave the Colony for some *bona fide* purpose?" Mr. Russ submitted that *bona fide* intention had been proved by the witnesses for the Crown. According to the Official Receiver's clerk, all the creditors were perfectly well aware that the defendant had gone to Shanghai. The Official Receiver's department never at any time requested Mr. Beaumont to come down to Hongkong although they knew that in all probability he was in Shanghai.

Mr. Russ said there were two points with which he did not propose to deal: the cheque drawn by Mr. Beaumont for \$5,000 and the Official Receiver's reference to the complaints of a Mr. Tuska of San Francisco, because he considered that these matters were not relevant and had been adequately disposed of. The questions and answers with regard to the \$5,000 were reduced to writing.

The Magistrate: I don't know that, you know.

Mr. Russ: I think the Official Receiver will agree that the \$5,000 did not go to the defendant. His evidence is that he went to Shanghai on money belonging to his wife. He had not a penny when he went, and his wife had hardly anything. Mr. Beaumont has a wife and three children under six at home and he had to get something to keep himself and them. He became manager of a firm at Tsingtao a month. How could he come down to Hongkong when he found he could get no money for his firm?

The Magistrate: That is entirely an *ex parte* statement. There is no evidence of this at all.

Mr. Russ said that was the difficulty he was in at this stage, not having called the defendant, but he suggested that these statements were reasonable assumptions. How could the defendant come to Hongkong? He had not got the amount of the fine and while the bankruptcy proceedings were going on he would not be able to earn anything. Mr. Russ urged that the market and financial conditions at the time of the failure were unprecedented and that the defendant's conduct was absolutely *bona fide*. If he had been able to raise money in Shanghai the business would have been saved; and at the time he went, the prospect of bankruptcy proceedings was never dreamt of. Castro had a full power of attorney to act for the defendant and all proceedings could have been served on Castro, who also was in touch with the Official Receiver and gave him the fullest information. At no time, from the date of the bankruptcy petition until the warrant was applied for was it ever suggested that the presence of Beaumont was desirable in Hongkong. He submitted that the defendant had no *bona fide* purpose in going to Shanghai but need in the very best manner for the firm and the creditors. "It is so improbable," said Mr. Russ, "that one can almost dismiss it as inconceivable that any jury, after hearing the Crown's evidence, would find that the defendant went to Shanghai to evade creditors and bankruptcy proceedings which he never thought were going to arise."

The Magistrate remarked that the evidence only went so far as that the defendant said he was going to Shanghai to raise money.

Mr. Russ: Eighteen months afterwards he is arrested, just when he is making good in Shanghai; he has to spend some time in gaol because he cannot find bail at once and this must prejudice him in business; his Shanghai affairs are now in confusion; the whole thing has been an awful case of bad luck for the defendant from beginning to end, and if it can possibly be avoided he ought not to have to undergo the stigma, delay and expense of being committed for trial.

THE MAGISTRATE'S VIEW.
The Magistrate: You see, Mr. Russ, I am not at all in the position of a jury here. I have heard the case for the Crown but I have heard no explanation from you of three facts: (1) that the defendant drew \$5,000 of the firm's money when he knew it was in difficulties; (2) that he did, in fact, leave the Colony a fortnight before the receiving order was made; (3) that in leaving the Colony he apparently took no steps to clear up his affairs in Hongkong. It is quite possible there may be satisfactory explanations but I have not heard them.

Mr. Russ: My submission is that the Crown themselves prove his *bona fide* intent in leaving the Colony; and that the other three things are irrelevant to the charge.

The Magistrate: I feel, at present, that on the case as it stands, having heard only the case for the prosecution, I am bound to commit.

Mr. Russ: Supposing the defendant gave evidence, is it possible that would make any difference? As it is too late for him to do that to-day, I could consider over the weekend whether I would put him in the box or not.

The Magistrate: My position is clear: unless the defendant offers me an explanation which I consider must satisfy the jury, and the case becomes one on which I am satisfied no jury could possibly convict; only then could I discharge.

The hearing was then adjourned until to-day.

THE LATE HON. MR. LAU
CHU PAK.IMPRESSIVE FUNERAL
YESTERDAY.

Practically the whole Colony took a melancholy interest, and many residents took part personally, in the funeral, yesterday, of the late Mr. Lau Chu-pak, senior unofficial Chinese member of the Legislative Council and a respected leader of the Chinese community. The customary observances marked the ceremony which occupied the whole afternoon. So long was the funeral procession that it took about an hour to pass any given point. *En route* from Babington Path, where Mr. Lau lived, to the "Farewell Pavilion" at Kennedy Town, the procession visited various establishments with which the deceased gentleman was connected. At each place ceremonies were performed, offerings were made of fruits and cakes, and addresses were read in praise of the deceased, the mourners bowing their acknowledgments.

First in the procession was a squad of Chinese Police, next the 7th troop of Boy Scouts, of which Mr. Lau was patron, then representatives of the Tung Wah Hospital, the Kwong Wah Hospital, the Chinese Chamber of Commerce, the Po Leung Kuk, the Confucian Society with its band, the children of the free schools maintained by the Society, the Fish-monger's Guild, representatives of the principal Chinese department stores, and business firms, the Chung Wah Shing King Yu (a Christian Society), representatives of Kai-fong and a detachment of District Watchmen.

All the decorations conferred upon Mr. Lau during his life were borne on a tray and next came his motor car, carrying his passengers, but only the portrait of Mr. Lau on the back seat. The car was most delicately decorated with the white flowers symbolic of mourning in China. After this came coolies carrying the hundreds of wreaths, then the Y.M.C.A. band, and next, the chief mourners. The coffin, of Chinese pattern, was borne by 22 coolies, with Policemen and District Watchmen as a bodyguard. A large number of members of the general public followed.

On arrival at the "Farewell Pavilion," H.E. the Governor was the first to pay the customary tribute of respect; members of the European community followed and the deceased gentleman's countrymen were still passing the bier until very late in the afternoon.

Those who attended at the "Farewell Pavilion" to pay their last respects in the customary manner—by bowing three times towards the coffin and order towards the chief mourners—were: H.E. the Governor (Sir R. E. Stubbs, K.C.M.G.), the acting G.O.C. (Col. C. W. Davy, C.M.G., D.S.O.), Bishop Pozzoli, the Colonial Secretary (the Hon. Mr. Claud S. G. Hallifax), the Secretary for Chinese Affairs (the Hon. Mr. R. H. Hallifax), the Attorney-General (the Hon. Mr. J. H. Kemp, K.C.), the Hon. Mr. C. M. Messer, the Hon. Mr. E. A. Irving, the Hon. Mr. E. V. D. Parr, the Hon. Mr. T. L. Perkins, the Hon. Mr. A. O. Lang, the Hon. Mr. Chow Shou-son, the Vice-Chancellor of Hongkong University (Sir William Brunsate, K.C.M.G.), Sir Robert Ho Tung, Commander Beckwith, R.N., Mr. A. G. M. Fletcher, Mr. E. D. C. W. Lee, Mr. B. C. Ross, Lieut.-Col. Croome, Mr. A. E. Lowe, the acting Chinese Judge (Mr. J. R. Wood), Mr. A. E. Wood, Mr. R. E. Lindsell, Mr. G. R. Sayer, Mr. Eric Rice, Dr. Dalmahoy Allen, Mr. H. W. Bird, Mr. R. E. Bellios, Mr. L. R. Rumbold, the Registrar of the University (Mr. N. Teesdale Mackintosh), Dr. J. H. Sanders, Dr. Kenneth H. Digby, Professor Brown, Professor Middleton Smith, General Tang Tuck-wo, Col. Han Pin-lei, Mr. Lo Cheung-ke, Mr. Lo Cheung-shu, Mr. Li Po-kwai, Mr. Ng Hon-tsz, Mr. S. W. Tso, Mr. Siu Tak-fan, Dr. J. M. Wong, Mr. R. H. Kotewall, Mr. M. K. Lo, Mr. C. G. Anderson, Mr. H. K. Hung, Mr. Tang Fook, Mr. Simon Tse-yun, Mr. Ho Fook, Mr. Kan Yukki, Mr. B. Wong, Taipei, Mr. Ho Kwong, Mr. Chow Tung-sang and many others.

A great number of wreaths and many personal letters of condolence were sent. Amongst those who sent letters of condolence were: H.E. the Governor, the Chief Justice, the Colonial Secretary, the Secretary for Chinese Affairs, the Vice-Chancellor of the University and the Clerk to the Executive Council, on behalf of that body.

Wreaths were sent to the residence of the deceased for two days before the ceremony, and it is probable that the only list available does not contain the names of many who sent wreaths on the day of the funeral. Amongst those in the list were: H.E. the Governor, Sir William Rees-Davies, Premier Leung Sze-yee (Peking), the Hon. Mr. E. A. Irving, the U.S. Consul-General (Mr. W. H. Gale), General Lan Chih-uk, General Tang Tuck-wo, the Hon. Mr. Chow Shou-son, Mr. and Mrs. F. Rumbold, Commander C. W. Beckwith, R.N., Lieut.-Col. Croome, many public bodies, including: The Po Leung Kuk, the Hongkong General Chamber of Commerce, the Chinese General Chamber of Commerce, the Public Dispensary (Central District), the Chan-Shin Hospital, the King Ngai Chamber of Commerce, European and Chinese teachers and students of Ellis Kadoorie School, Honam (Canton), the Tung Wah Hospital, Members of the Sik Lo Club, Committee and Members of the Hongkong Society for the Prevention of Cruelty to Animals, the Confucian Association, the Cigarette Vendors' Union, Yumati Public Hospital, Chinese Chamber of Commerce Press, the Kai-fong Committee of the Western District, the Po On Merchants' Chamber of Commerce; many business firms, including: Messrs. E. D. Sassoon & Company, Messrs. C. and S. Gubbay, the Lai Wah Company, Ltd., the Yunging Bros. Tobacco Company, the Tai Chuen Wine Factory, the Bank of Canton, Ltd., the Wing On Co., Ltd., the

(Continued at foot of next column.)

CORRESPONDENCE.

THE PROBLEM OF MACAO.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS"]

Calçada da Paz No. 1, Macao,
25th May, 1922.

SIR—It is simply horrendous and a deplorable lack of criticism, what is said in the article "The Problem of Macao." The history of the foreign nations but here in China, as a consequence of the Portuguese domination of Macao, brings us to the natural belief that the poor author of that article, has been attacked with a tremendous dose of absence of the mental faculties, or, else, is an evident enemy to this Portuguese Colony.

Who is he? Why does he not come out in the open, and why should he hide himself behind the screen of the anonymous, to throw injurious and perverting darts to the public opinion?

You may be sure of this, and this is the sentiment of every Portuguese man—*Macao is Portuguese, and it will be, while there is a Portuguese man alive.* As information, and for the author of the article to be silent. This may be valuable for his files.

You would certainly oblige the writer, and everybody here in general, in not allowing the publication of such silly and stupid arguments in your paper, for the simple reason that here in Macao, in the local periodicals, I have never read a single line, which may carry to such absurd conclusions regarding Hongkong, as that article pretends to come to, about Macao.

I am of the opinion that the man, was either paid to write that article, or, else, is ignorant of what has passed between the foreign Powers regarding the foreign Colonies in the Far East. By the way, the possession of Macao by Portugal was confirmed by the Washington Conference and the question of the lease of Kowloon was also ventilated.

May the measures adopted by the Macao Club, be a good lesson for everybody in the future!

Kindly excuse my impertinence in taking so much of your precious time and accept my anticipated thanks for the publication of this, in your valuable paper.—Yours sincerely,

H. M. T. MACHADO.

DR. WELLINGTON KOO IN
HONGKONG.

H.E. Dr. Wellington Koo, the Chinese Ambassador to Great Britain, passed through the Colony during the week-end by the P. & O. steamer *Khyber*. Dr. Koo, who was accompanied by Madame Koo and their three children, is on his way to Peking. Soon after the *Khyber* berthed at Kowloon, Sir Robert Ho Tung went aboard to welcome the distinguished visitor. Later, His Excellency received Mr. R. H. Kotewall who presented the respects of the Chinese General Chamber of Commerce and explained that, owing to the lamented death of the Hon. Mr. Lau Chu-pak, it was impossible to organise an official welcome.

During the morning the Ambassador paid an official call at Government House and later took tiffin with H.E. the Governor. These who were invited to meet Dr. Koo were the Hon. Mr. Claud S. G. Hallifax, the Hon. Mr. E. A. Irving, Mr. E. B. Hallifax and Mrs. Hallifax, Mr. and Mrs. A. G. M. Fletcher, Sir Robert and Lady Ho Tung, and the Hon. Mr. Chow Shou-son and Mrs. Chow Shou-son.

THE CHINA COMMAND.

THE NEW COMMANDER-IN-CHIEF.

London papers by the latest mail contain the following particulars of the career of Vice-Admiral Sir Arthur Leveson, K.C.B., who has been appointed Commander-in-Chief, China Station, in succession to Admiral Sir Alexander L. Duff, K.C.B., to date September 10th:—

Sir Arthur Leveson was, when the war began, Director of the Operations Division of the Admiralty War Staff. In January, 1915, he succeeded Sir Robert Arbuthnot as Rear-Admiral in the Second Battle Squadron of the Grand Fleet, and, with his flag in the *Orion*, led the Second Division at the Battle of Jutland. About six months later he was lent to the Australian Government, and hoisted his flag in the *Australia*, battle cruiser. His next command was Vice-Admiral of the Fifth Battle Squadron in the Grand Fleet, and in the *Durham* he was present at the German surrender.

Sir Arthur was made K.C.B. for his services in the war, and his last appointment, which he relinquished in October, 1920, was Vice-Admiral Commanding Second Battle Squadron, Atlantic Fleet. It will be interesting to recall that the late Mr. E. J. Leveson, the father of the new Commander-in-Chief, was an old Far-Easterner, being a resident in Singapore in the fifties and sixties of last century.

Sun Company, Ltd., the Sincere Company, Ltd., the Tung Yick Land Investment Company, the Salt and Industrial Bank, the Chen Kwong Company, Ltd., the Hongkong Electric Company, Ltd., Douglas Steamship Company, the Chinese Steamship Navigation Company, Messrs. Percy Smith, Sells & Fleming, Messrs. Maxon & Taylor, the Tai Ping Theatre, the Hongkong Hide and Leather Company, Ltd., the Great Eastern Hotel, the Bank of East Asia, the Tai Shun Bank, the Tim Yick Company, and the Tai Yau Bank. Messrs. Chan Kung-yue, Chan Uting, Li Po-kwai, Ho Wah-tung, Chow Tung-sang, Mok Ken-sang, Tuiyee Pei, Ip Yung-pak, Ho Wing-ching, Fung Ping-shan, Li Yau-chuen, Li Wing-kwong, Lai Hoi-shan, Sum Pak-ming, Li Yik-mui, Ng Hon-chee, Choy Pui-sin, Siu Tak-fan, Lo Chung-kue, J. Pestonjee, Dr. J. H. Hawk, Dr. Y. K. To, Dr. Ma Luk, Dr. W. T. Cheung, Dr. C. K. Ma, Dr. K. T. Ho, Mr. and Mrs. R. H. Kotewall, Mr. and Mrs. J. Witchell.

**ONEIDA COMMUNITY
REFRIGERATOR PLATE**



*The silverware of
lasting satisfaction*

3 PATTERNS IN STOCK.
LANE, CRAWFORD, LTD.**CAFE WISEMAN**
AND
RESTAURANT

For COMFORT and CONVENIENCE.

THE IDEAL RESORT FOR ALL REFRESHMENTS.

Quick and Delatry Service at Popular Prices.

COFFEE A SPECIALITY ROASTED FRESH HOURLY.

Agents for Faller's Chocolate.

LANE, CRAWFORD, LTD.

COLUMBIA NEEDLES
SOFT. MEDIUM. LOUD.**RECORD ALBUMS**

10 inch. 12 inch.

POLISH FOR GRAFONOLAS AND PIANOS.

ANDERSON'S**Powell**
TELEPHONE 3126.**GENTLEMEN'S TAILORS.**We are making a
SPECIAL DISPLAY
of theLATEST STYLES
in**SUITINGS and TROUSERINGS**for
SUMMER WEAR.You will be interested in This Season's Latest Productions
now On Show at**10, ICE HOUSE STREET.**

We guarantee style, fit and finish in all garments.

NEW ADVERTISEMENTS

DIOCESAN BOYS' SCHOOL.

WANTED TWO SWIMMING INSTRUCTORS—for about two hours every Wednesday and Saturday afternoons. Apply to—HEADMASTER, DIOCESAN BOYS' SCHOOL, Bonham Road and Eastern Street. [978]

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO'S STEAMER "KHYBER"
ARRIVED HONGKONG ON 6TH MAY, 1922.
FROM ANTWERP, LONDON, PORTSAID, ADEN, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their disposal in the Godowns at Kowloon and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer. Goods not cleared within 8 days, including date of arrival, will be subject to rent. No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on Mondays and Tuesdays. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown.
MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, 6th May, 1922. [975]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-NINTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, Nos. 3 and 4, Queen's Building, Hongkong, on FRIDAY, 12th May, 1922, at Noon, for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1921, and of declaring Dividends, etc. The TRANSFER BOOKS of the Society will be CLOSED from April 29th to May 12th, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.
Hongkong, 21st April, 1922. [983]

BRITISH TRADERS INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-SIXTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 & 4, Queen's Building, Hongkong, on FRIDAY, 12th May, 1922, at 12.30 p.m. for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1921, and of declaring Dividends, etc. The TRANSFER BOOKS of the Company will be CLOSED from April 29th to May 12th, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.
Hongkong, April 21st, 1922. [895]

THE CHINA FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-THIRD ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Queen's Building, Hongkong, on FRIDAY, 12th May, 1922, at 12.30 p.m. for the purpose of receiving the Report of the Directors and Statements of Account to 31st December, 1921, and of declaring Dividends, etc. The TRANSFER BOOKS of the Company will be CLOSED from April 29th to May 12th, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.
Hongkong, 21st April, 1922. [897]

INDO-CHINA STEAM NAVIGATION CO., LTD.

THE FORTY FIRST ORDINARY GENERAL MEETING of the Company will be held at the Offices of the General Managers Messrs. Jardine, Matheson & Co., Ltd., Pedder Street, Hongkong, on TUESDAY, 23rd May, 1922, at 3.00 p.m. for the purpose of receiving the Report of the Directors, passing the accounts, and electing Directors and Auditors.

The Transfer Books of the Company will be CLOSED from the 16th May to 6th June, both days inclusive.

By Order of the Board,
JARDINE, MATHESON & CO., LTD.,
General Managers.
Hongkong, April 28th, 1922. [841]

NOTICE.

OWING to the advancing cost of newspaper production, it has been decided to make an increased charge of 20 per cent. on present rates, as from April 1st, 1922, on the following descriptions of casual advertisements namely—

Government Notifications.
Official Notifications.
Municipal Notifications.
Legal Notices.
Company Notifications.

Association, Club and Society Notices.
This, of course, does not affect the charges made for contract spaces held by commercial firms or for small "want" advertisements.
HONGKONG DAILY PRESS.

INTIMATIONS

NOTICE.

It is hereby notified that the Valuation Lists for the Colony for the year 1922-1923 will be open to inspection at the Treasury for twenty-one days commencing on SATURDAY, the 2nd April, 1922.
C. M. MESSER,
Treasurer and Assessor of Rates.
[21st April, 1922.] [920]

NOTICE OF REMOVAL.

WE have This Day, REMOVED our Office to No. 1, DES VOUTS ROAD CENTRAL above Messrs. Deacon, Locker, Deacon and Harston's office.
ARBATON V. APCAR & CO.,
Hongkong, 1st May, 1922. [845]

HONGKONG UNIVERSITY MEDICAL SOCIETY.

"MAN'S INSECT ENEMIES"

(with special reference to the health of the Colony).

DR. FRANCIS CLARK, M.D., M.R.C.P., D.P.H., formerly M.O.H. for the Colony and first Dean of the Faculty of Medicine, will deliver the above address in the Great Hall of the University on NON-THU, MAY 28th, at 8 p.m.
The Chair will be taken by Prof. C. Y. WANG, M.D., B.Sc., D.P.H., M.R.C.P., of the Chair of Pathology and Vice-President of the Society.
All interested are cordially invited.
YUE MAN KWONG,
Hon. Secretary.
[949]

HONGKONG FOOTBALL CLUB.

ANNUAL DINNER.

THE ANNUAL DINNER of the Hongkong Football Club will be held on SATURDAY, the 26th May, 1922, at Wiseman Cafe, at 8 p.m.
Cost, \$2.50 each including drinks.
Tickets can be obtained from any Member of the Committee.
H. C. MACNAMARA,
Hon. Sec.
No. 1, Des Vouts Road Central. [948]

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTY-FIRST ORDINARY GENERAL MEETING of the Company will be held at the Offices of the undersigned on FRIDAY, the 12th May, 1922, at Noon, for the purpose of receiving the Report of the General Agents, together with a statement of Accounts for the year ended the 31st December, 1921.

The Share Register and Transfer Books will be CLOSED from the 5th to the 19th May 1922, both days inclusive.

At this Meeting a Resolution will be proposed dealing with the remuneration to the Consulting Committee.
JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, 29th April, 1922. [946]

NOTICE TO CONSIGNEES.

THE KERR STEAMSHIP CO., INC.

"BLOSSOMHEATH"

having arrived from New York via ports, on TUESDAY, 2nd May, Consignees are hereby notified that their cargo is being landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., and stored at their risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, before bills of lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where the examination will be held on the 9th May, at 11 a.m. All claims must be presented within thirty days of the steamer's arrival here, after which they will not be recognised.

No claims will be recognised after the Goods have left the Godowns, and cargo undelivered on or after the 9th May, will be subject to rent.

No Fire Insurance will be effected. Consignees are requested to send in their B/L for Counter-signature immediately to
SHEWAN, TOMES & CO.,
Agents.
THE KERR STEAMSHIP CO., INC.,
[859]

KONINKLIJKE PAKETVAART MAATSCHAPPIJ.

NOTICE TO CONSIGNEES.

FROM PENANG AND BELAWAN DEIL

THE Steamship

"VAN CLOON"
having arrived from the above Ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 10th May, 1922, will be subject to rent.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever. Bills of Lading will be countersigned by
JAVA-CHINA-JAPAN LUN,
Agents.
Hongkong, 3rd May, 1922. [967]

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments sent for insertion in the news columns of the *Hongkong Daily Press*, are charged for at the rate of \$1 each (as announced in May and June of 1920), providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertised columns at the prevailing rates.

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for
BORAS A. L. JWB. WX. QW. RE. RG. RH. A.R.O.

FOR SALE—No. 170, The Peak (Magginnos Gap), 4 good rooms and usual offices, vacant possession 1st June. What Offers? Reply Box R.O., *Hongkong Daily Press*.

WANTED URGENTLY—Copy of BULEY Rules Programme Records 1921. Box R.S., c/o *Daily Press* Office.

WANTED—Employment by a Lady as MASSEUSE. Good reference. Apply Miss N. DUBUIS, Astor House Hotel, 29.

WANTED, by British Firm, two or three large Office Rooms in Central locality. Apply to Box No. R.M., c/o *Hongkong Daily Press*.

TO LET—OFFICES, top floor, Prince's Buildings—Apply HARRY WICKING & CO.

REPORTER—Wanted for British Newspaper in North China. Reply with copies of testimonials to "Editor," 35, Victoria Road, Tientsin, N. China.

WANTED—Competent bookkeeper, trustworthy and experienced. Write giving particulars of former employment and salary required to Box R.K., c/o *Daily Press* Office.

TO LET—at Magazine Gap, THE PEAK, immediate occupation, FULLY FURNISHED Six Rooms BUNGALOW with large Gardens, Tennis Court, etc. On Motor Road. Apply to Messrs. DRAVET & Co., Ltd.

TO LET—One new big OFFICE ROOM in the Hongkong & Shanghai Banking Corporation, new premises. Apply SANG LEE, c/o Comptroller Department, Hongkong & Shanghai Bank.

TO LET—Furnished Flat in good locality lower level. Apply to A.B.C., c/o *Daily Press* Office.

WANTED—A Second-hand "Harley Davidson" Side Car in good condition. Apply to "Sidcar," c/o *Daily Press* Office.

TO LET.

From 1st July, 1922 or Earlier if Required.

SUITE of 5 ROOMS, 2nd FLOOR of 15, 16, 17, 18 & 19, Connaught Road Central, Verandah to each room, FACING HARBOUR, LIFT from the Ground Floor. Apply Box 150 c/o *Daily Press* Office. [750]

FOR SALE

LAND, approximately 7,000 square feet on waterfront at Swatow with modern 2 storied brick and concrete building suitable for office and godown. Further details apply.
W. G. HUMPHREYS & Co.
[485]

FOR SALE

ABSOLUTELY NEW

- (1) Two 80 B.H.P. Single Cylinder Bolinder Oil Engines. Rev. 250 per minute.
- (2) Two 50 B.H.P. two cylinder Bolinder Oil Engines direct connected to 25 K.W. 115 Volt direct current (compound wound) dynamo complete with back of board field rheostat for each machine.
- (3) Two oil fuel tanks capacity of each 20 tons.

Apply to Bolinders' c/o *Daily Press* Office [940]

THE CHINA SPECIE BANK, LTD.

HEAD OFFICE

St. GEORGE'S BUILDING, HONGKONG.

Chairman of Board of Directors
MR. WONG SHU HAM.

Chief Manager... Mr. L. S. HOLM.
Asst. Manager... Mr. K. T. WONG.
Hongkong Manager... Mr. I. P. ALLEN.

Foreign, exchange and General Banking business transacted.

Current, Savings, and Fixed Deposits upon interests at rates of 2 per cent., 4 per cent., and 6 per cent. per annum, respectively.

L. S. HOLM.
Hongkong, October 2nd, 1920.

DAIRY FARM NEWS

FISH

Direct from the Scottish Fisheries

Filets, Haddock, Kippers.

BUTTER

Different grades to suit different tastes.

"DAIRY" BUTTER
"DAIRYMAID"
"SHARLOCK"

THE DAIRY FARM, ICE & COLD

ORAGE O. LTD.

INTIMATION

IDEAL BEVERAGES

WATSON'S DRY GINGER ALE

Its dryness and aroma are features which give this drink its ever increasing popularity.

"PYERIS"

Sparkling Mineral Table Water
Healthful and refreshing.
Blends excellently with Whisky.

WATSON'S STONE GINGER BEER

Prepared by a process of partial fermentation which gives it the distinctive flavour which is so pleasing to the palate.

"FORMAZONE"

Possesses the characteristic stimulating and refreshing qualities of Champagne; it has a delicious flavour.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

TELEPHONE 436.

DEATH.

BECKER—In Hamburg, on April 25th, ARTHUR BECKER, of Sander, Wiesler & Co., aged 59 years.

HONGKONG OFFICE: 104, DES VOUTS RD., C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 27th, 1922.

THE CIVIL WAR.

"Hostilities, it is believed, are ended" says one of the latest messages from Peking. This is clearly a case of the wish being father to the thought. We need much more information regarding the attitude of the rival War Lords of the North before we can place credence in a statement that hostilities are definitely ended. The only thing which the cables make clear is that the Fengtien army has been defeated by the forces of General Wu Pei Fu, and that Marshal CHANG TAO LIN—"the chief bandit of Manchuria," as General Wu calls him—has had to return to Mukden for "mediation." What we need to know something about is the new attitude of all the military mandarins concerned, after this trial of strength, towards the suggestions made to them by the PRESIDENT before the clash actually occurred.

The PRESIDENT's advice to the war lords was to pay proper attention to the military defences within the spheres under their military jurisdiction and leave the re-unification of the country, and all questions of politics, to be dealt with by the proper executive authorities. But the war lords, in China, can no more live out of politics than fish can live out of water. Both the great protagonists in this struggle profess to be solicitous for the peace and welfare of the country. The supreme object of each is professedly the "re-unification of North and South."

CHANG TAO LIN, in his reply to the last message of the PRESIDENT before hostilities began, expressed the view that "military support" was necessary to achieve this object. Wu Pei Fu evidently thought so too. He has no liking, however,

for such a re-unification as accords with the views of the man whom he has described as "the armed protector of LIANG SHIN YI," and "the chief bandit of Manchuria." One of the messages from the North published on Saturday told us that General Wu Pei Fu asserts that he does not intend to interfere in politics, beyond carrying out his original intention to call a National Conference, with the object of electing a representative Parliament to deal with national problems, such as the disbandment of troops, finance, and the election of a representative President and Cabinet. He has been advocating this plan of settlement for two years or more. Quite recently—and only quite recently—CHANG TAO LIN has given expression to ideas which coincide to a great extent with those of Wu Pei Fu, but evidently with important reservations or differences, for he described Wu Pei Fu as the chief obstacle to his scheme. Hence his desire to "crush" him, but the result of the effort is that he himself has been crushed and humiliated by his rival. The plan of settlement which Wu Pei Fu has been advocating is one which *prima facie* commends itself, though we very much doubt its feasibility in the present chaotic state of China. If the initial difficulty of electing delegates to the National Convention can be overcome by leaving their selection to the provincial assemblies which now exist, the important question remains as to what the prospects are that the decisions of the Conference will be universally and implicitly accepted and acted on by the real powers in the land. If, for example, they do not meet with the full approval of "President" SUN YAT SEN, or of CHANG TAO LIN, or of any other military mandarin, what is the likelihood of peace? Notwithstanding Wu Pei Fu's rout of CHANG TAO LIN's army, "Generalissimo" SUN YAT SEN is still preparing to lead an expeditionary army to the North with the object of enforcing his own plans of settlement. If Dr. SUN persists in this intention, it will be taken to mean that the agreement recently made by him to co-operate with CHANG TAO LIN to crush Wu Pei Fu is still recognised by both, and Wu Pei Fu will feel it incumbent upon himself to push the advantage he has gained by first reducing CHANG to impotence, and then to turn his attention to SUN's army which, however, is not likely to cause him any anxiety for many weeks, or months, to come. We certainly need clearer evidence before we can accept the statement that hostilities in China have ceased. It looks at present, but a little perhaps, a prolonged lull—in the battle.

The water return for May 1st, just issued, showed that on that date the water in storage on the island was 696.84 millions of gallons as compared with 1,031.13 millions of gallons on the corresponding date last year. In the Kowloon reservoir there were 96 millions of gallons compared with 205.52 millions on the corresponding date last year.

The following cable from Hongkong appears in the English papers by the latest mail:—"To Lieut. Commander and Mrs. Henslow—Anti-Mutual Society at its first general meeting unanimously passed hearty votes of thanks to you and all sympathisers, including the English Press, for efforts on behalf of Mutants in Hongkong.—Wong, Chairman."

As a consequence of the closing of the Tientsin-Pukou and other railways and the haste on the part of many northern residents to leave the scene of trouble, shipping companies at Tientsin are reported to have all passenger accommodation booked up for at least a fortnight ahead. It is said that as much as \$500 or \$600 is being offered for berths by those desirous of departing in a hurry.—N.C. *Daily News*.

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The Manila Observatory on Friday evening reported a typhoon in about 138deg. Long. E. 19deg. Lat. N. moving N.N.W.

All the men-o'-war in harbour "dressed ship" on Saturday in commemoration of the twelfth anniversary of His Majesty King George V's accession to the Throne.

The Limewashing Return, the Record of Infectious Diseases and ten separate applications for a total of 82 water-flush installations are the only items of business before the Sanitary Board to-morrow.

The *Empress of Canada* left London on Friday for Hongkong. She is coming via Suez and may be expected to reach Hongkong on June 1st. She will sail on her maiden Trans-Pacific trip on June 7th.

The New Club Lusitano is to be opened on Saturday afternoon next by H.E. the Governor of Macao, Sr. Henrique Monteiro Correa da Silva. H.E. the Governor of Hongkong, Sir Reginald Stubbs, will be present.

A list published in the *Government Gazette* of persons qualified to practice medicine and surgery in the Colony contains 61 names. Of these 28 are Europeans, including three ladies. Nineteen dental surgeons are registered, and sixteen "exempted persons." All but five of names in the "exempted" list are Chinese.

One of the four defendants concerned in the theft of kerosene oil from the Asiatic Petroleum Company's Installation at North Point was sentenced to six weeks' imprisonment, on Friday, was again brought before Mr. Fraser at the Magistracy, on Saturday. The man admitted that he assisted another of the defendants to carry the stuff away, but said that he was only a *foki* in his employment and did not know that the oil had been stolen. In view of this the Magistrate, reduced the man's sentence to a fine of \$20 with the option of 14 days' imprisonment.

The water return for May 1st, just issued, showed that on that date the water in storage on the island was 696.84 millions of gallons as compared with 1,031.13 millions of gallons on the corresponding date last year. In the Kowloon reservoir there were 96 millions of gallons compared with 205.52 millions on the corresponding date last year.

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The Prince of Wales is well known for his love of athletics, and there is therefore nothing surprising in his desire to see what it is like to pull a rickshaw. It was on the mountain road between Nikko and Chuzenji that the experiment was made, Admiral Halsey being the fare, says the *Japan Chronicle*. The Prince is reported to have shown plenty of vigour in fact rather too much, for in rounding a curve rather too rapidly one of the wheels caught on a culvert and buckled. Admiral Halsey escaped being thrown out, presumably owing to the Prince's agility, and the incident ended with a photograph being taken of the Prince standing between the shafts.

In order to increase the efficiency and the influence of the medical side of the operations of the China Inland Mission in China, a Medical Mission Auxiliary has been set up. Its committee is to consist of: Dr. E. A. Neathy, Colonel Winn, Mr. H. H. Morris, Mr. P. K. Allen, Mr. J. B. Martin, Dr. T. Wilson-Smith, Dr. H. M. Churchill, Dr. G. Orissa Taylor, Dr. R. M. Benton, and they will advise concerning all matters relating to the service of missionary doctors and nurses, and to the equipment of the hospitals and dispensaries. Those competent to judge are unanimous in affirming that never was the need for well-equipped medical missions in China more urgent than at the present time.

It may be said of the following story which is published in the *London Morning Post* that it has "an ancient and a fish-like smell:—

Entering an East End post-office, a woman asked for a money order to send to her son in the Far East. She told the clerk that she had left her son's letter at home, but said he was at "some place out in China that sounds like the noise a motor-car makes." The clerk smiled, and asked another clerk: "What kind of a noise does a motor-car make, Joe?" "Honk! Honk!" was the reply. "That's just it," exclaimed the woman, her face brightening. "Honk! honk, that's the place." Thereupon the clerk made out the order to Hongkong. The story may be new to many, but it originated—was invented, shall we say?—about the time of the invention of the motor-car.

THE GENOA CONFERENCE.

WILL IT PROVE A FIASCO?

MORPHINE SMUGGLING INTO CHINA.
STRINGENT PREVENTIVE MEASURES PROPOSED.

LYNCHING IN TEXAS.

LATEST CABLE.

[THROUGH REUTER'S AGENCY.]

GENOA CONFERENCE.

FRANCO-BELGIAN ATTITUDE.

Genoa, May 6th.
Yesterday was a critical day at the conference, but it was the general opinion that the Belgian attitude could not be maintained; therefore French support to Belgium would not have to be enforced. It was also anticipated that both France and Belgium will accept the memorandum to Russia as it is now framed, otherwise Mr. Lloyd George would probably return to London immediately.

IS THE CONFERENCE ABORTIVE?

DELEGATES LEAVING GENOA.

Genoa, May 6th.
M. Barthou's smiling remark, "all is calm" when he returned to day, cannot be regarded as accurately describing the situation, which is undoubtedly very critical, as all hopes have been abandoned of the Russians accepting the Allied Memorandum, and their rejection will mean that the non-aggression pact will become a dead letter.

The conference is already showing signs of disintegration. The Swedes left some days ago, three Russian delegates and twelve experts have gone to Berlin where they will consult with colleagues from Moscow. The German experts have departed, also the Serbian Finance Minister and the Austrian Chancellor.

It is reported that Mr. Lloyd George's train is in readiness, and if his conversation with M. Barthou to-day does not result in a change in the situation he will return to London forthwith.

THE FRENCH DELEGATES.

ALLEGED INSTRUCTIONS.

Paris, May 6th.
According to the *Journal*, M. Barthou has been instructed to support the Belgians to the utmost, and to refuse to discuss free trade or protection, or to support the amendments to the non-aggression pact. He is not to permit even an indirect discussion of reparations, but to admit that the signature of all States is necessary for all the proposed resolutions. The last would enable Britain to recognize the Soviet without other powers doing so.

COMMON ACTION NECESSARY FOR TRANSPORT SYSTEMS.

The Economic Commission concluded its work after adopting, unamended, all sub-committee resolutions, which substantially follow the lines of the London experts' report.

The basic idea underlying all is appreciation of the need for certainty and the simplicity in Tariffs and trade legislation generally, as the work of the transport commission showed, a realization of the interdependence of the various transport systems and the necessity for common action.

The Economic Commission's labours revealed evidence of the commercial interdependence of all countries, and the need for breaking down restrictive barriers in the way of trade.

THE RUSSIAN MEMORANDUM.

FRENCH DELEGATES IMPORTANT STATEMENT.

Genoa, May 6th.
M. Barthou visited Mr. Lloyd George's villa, when he conveyed his instructions not to give final French approval to the Russian Memorandum until Belgium's approval was forthcoming. He is most confident that a satisfactory formula can be found and he assured Mr. Lloyd George that France strongly desired the success of the conference, otherwise he would not have returned to Genoa.

SUGGESTED MEETING OF SUPREME COUNCIL DENIED.

Genoa, May 6th.
Mr. Lloyd George has disclaimed the truth of the report that he suggested the Supreme Council should meet at Genoa. He merely suggested that the signatories to the Versailles Treaty should hold conversations while the representatives are on the spot.

M. Barthou confirmed this explanation, but added that France, however, was not prepared for such conversations until after May 31st.

EARLIER CABLES.

MR. LLOYD GEORGE CONFERS WITH GERMAN DELEGATES.

A PLEA FOR MODERATION.

Paris, May 5th.
M. Barthou is proceeding to Genoa this morning.

Mr. Lloyd George had prolonged conversations with Dr. Wirth and Dr. Baumbach, which there is good reason to believe were highly important and dealt with the internal situation in Germany.

Mr. Lloyd George strongly advised prudence and moderation in regard to Germany's obligations due on the 31st inst.

ITALO-RUSSIAN ECONOMIC AGREEMENT.

The visit of members of the Italo-Russian economic committee to M. Krassin and other Russian delegates is stated to have resulted in an agreement being almost reached on the basis of the principle of participation by the Russian State in the profits of the various undertakings, including oil and agriculture, to the extent of one-half the profits attaining 40 per cent, and proportionately more if they exceed 40 per cent.

BRITISH ENGINEERING DISPUTE.

ENQUIRY FINISHED.

London, May 6th.
The Engineering Dispute Enquiry has concluded. The hopes of early settlement blasted.

Prior to the closing of the enquiry Mr. Brownlie on behalf of the men, said the workpeople were determined to no longer tolerate pre-war conditions in the workshops.

Sir Allan Smith on behalf of the employers, said Mr. Brownlie's remark justified the belief that there were political motives behind the dispute. The hopes of the enquiry resulting in an early settlement were blasted by the vituperation and venom which had been imparted to the proceedings.

THE JUBILEE STAKES.

WON BY SILVER IMAGE.

London, May 6th.
The Jubilee Stakes resulted in Silver Image being placed first and Monarch second, with Roman Bachelor and Cravenmore a dead heat for third place. There were fifteen starters and the betting was Silver Image 7 to 2, Monarch 10 to 12, Roman Bachelor 11 to 2, and Cravenmore 10 to 1. Won by three lengths; with four lengths between second and third.

FEEDING RUSSIAN REFUGEES.

AMERICAN RELIEF ADMINISTRATION MAKES AN OFFER.

Genoa, May 6th.
The American Relief Administration has offered to feed the Russian refugees at Constantinople, for four months beginning from June 1st, contingent on the members of the League of Nations paying the £250,000 necessary to evacuate the refugees.

PERSIAN GOVERNMENT TO ENGAGE AMERICAN FINANCE EXPERTS.

Tehran, May 6th.
The Government has decided to engage twelve American advisers for finance and public works, and is requesting the American Government to recommend suitable persons.

INTERNATIONAL TENNIS.

CANADA WITHDRAWS FROM DAVIS CUP.

Toronto, May 6th.
Canada has withdrawn from the Davis Cup competition owing to there being insufficient time to train a team.

BILLIARDS CHAMPIONSHIP.

London, May 6th.
Playing at Thurston's hall, London, in the Professional Billiards Championship, Newman the present holder of the title, beat Falkner. The final scores were: Newman 16,000, Falkner 15,167.

EARLIER CABLES.

"SUPER-AXE" COMMITTEE FOR INDIA.

Civil and Military Retrenchment.

Simla, May 5th.
The Government is actively engaged in a preliminary examination of schemes of retrenchment respecting civil and military expenditure. A "Super-Axe" committee is being arranged, and Lord Inchausti is mentioned as chairman.

RUSSIAN TURKESTAN.

COUNTER-REVOLUTION THREATENING.

Kashgar, May 5th.
The political and economic condition of Russian Turkestan, owing to the serious famine, is so bad that experts doubt whether the Bolsheviks can resist a counter-revolution.

The North-West frontier is quiet.

GERMAN BUDGET DEFICIT.

ISSUE OF BANK NOTES TO CONTINUE.

Berlin, May 5th.
The Reichstag dealt with revised Budget for 1922, including 141 milliard paper marks, corresponding to 720 million gold marks, fixed by the Reparations Commission as Germany's cash payments to the Allies during 1922, making with other reparations obligations, a total of 226 milliards.

The proceeds of the compulsory loan are calculated at 70 milliards, while 156 milliards are uncovered.

The total of the Budget deficit is 162 milliards.

The Reporter said that, in view of the situation, it was impossible to check the issue of bank notes.

RUBBER SHAREHOLDERS' ASSOCIATION.

ADVOCATE GOVERNMENTAL ACTION TO STABILISE PRICE.

London, May 5th.
A meeting of the Rubber Shareholders' Association passed a resolution approving the principle of Government action with the object of restoring the price of rubber to at least the approximate average cost of production, and urging a conference of leaders of every section for the purpose of taking steps to bring about as far as practicable the stabilisation of price at an economic level.

SHIPYARD STRIKE ENDS.

MEN'S EXECUTIVE'S DECISION.

London, May 5th.
It is officially announced that the shipyard strike, mentioned on April 4th, has been called off. The Executive of the Shipyard Workers' Union has decided that the majority ballot against an acceptance of the employers' offer was insufficient to justify a continuance of the strike.

THE REDUCED TEA DUTY.

FOREIGN TEAS BENEFITED.

London, May 5th.
Mining Lane is disposed to criticise the manner in which the reduction in the tea duty has been effected. It is pointed out that the result is to reduce the preference given to Empire tea from twopenny to 1½c. This is reflected in a stronger market at this week's auctions of Java tea.

PERSIAN RECONSTRUCTION.

AMERICAN ADVISERS TO BE ENGAGED.

Allahabad, May 5th.
It is reported from Tehran that the Majlis has approved the Government's decision to engage American financial and other advisers. The name of Mr. Shuster is mentioned.

NEW TRIAL FOR ITALIAN COMMUNISTS.

Durham (Mass.), May 5th.
A motion for a new trial of the Italian Communists, Duco and Vanzetti, found guilty of murder, has been filed here on the ground that Peler, one of the witnesses who identified the accused, has repudiated his evidence given at the trial.

DAILY AWAITING PEACE COMMITTEE'S REPORT.

London, May 5th.
Daily Eireann has adjourned till Wednesday, as the report of peace committee is not ready. The truce meanwhile continues.

SIR ARTHUR BALFOUR'S HONOUR.

London, May 5th.
It is now announced in the *Gazette* that an Earldom has been conferred on Sir Arthur Balfour.

HONGKONG TRADE STATISTICS.

NEW ORDINANCE.

The Government *Gazette* contains the draft of an Ordinance to provide for the registration of imports and exports. The object of the Bill is to simplify the collection of trade statistics, and at the same time to remove some of the formalities that now inconvenience the import and export trade.

It is believed that the community derives much benefit from the publication of these statistics which have up to the present been compiled by the Imports and Exports Office with the help of the Importation and Exportation Ordinance, 1915. It is now proposed to repeal this Ordinance, since it supplies a simple method of enforcing restrictions on imports and exports should occasion arise, and will further be of use for the present in restricting the movements of such articles as coin, arms, etc., the export of which it is still desirable to prohibit.

The new Bill avoids the present cumbersome system of duplicate permits for imports and exports by providing that the actual bill of lading or other document may be stamped by the Imports and Exports Office, and the forms to be used are considerably simplified. The main function of the Imports and Exports Office will be the collection of trade statistics, and the Superintendent of Imports and Exports will no longer possess the power to grant or refuse permits in his discretion except as regards articles prohibited under the Order-in-Council.

HONGKONG EXPORTS.

PROPOSED PROHIBITIONS.

The Government *Gazette* contains the following draft Order-in-Council:
1. (1) No person shall, except with the express permission of the Superintendent, export any of the following articles to any destination:—Hongkong silver subsidiary coins, provided that a bona fide traveller leaving the Colony may take with him Hongkong silver subsidiary coins of the total face value of not more than fifty dollars; silver dollars, provided that this paragraph shall not apply to Chinese dollars or to silver dollars which pass through the waters of the Colony in transit, that is to say, without landing or transshipment.

(2) No person shall, except with the express permission of the Superintendent, export any Chinese cash except to China.

(3) No person shall, except with the express permission of the Superintendent, export any of the following articles to any destination:—Aircraft of all kinds and their component parts; ammunition (whole or partly); arms of all kinds and their component parts; explosives; other than industrial explosives; saltpetre; sulphur.

The report for last year's working of London's Underground, which includes the three tramway companies associated with it, reveals the figure of 1,233,500,000 passengers carried. Over eighty-one millions were workmen, and another fifty-seven millions were season ticket-holders. It is not generally known that London's Underground, apart from its railways and motor-bus services, owns and leases over 123 miles of tramway track in Greater London.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

THE WAR IN THE NORTH.

TRAIN-LOADS OF DEFEATED SOLDIERY AT TIENTSIN.

Tientsin, May 5th.
Five train-loads of defeated soldiery from Fengtai arrived at Tientsin Central late last night, causing considerable Chinese and foreign apprehension. French reinforcements were sent to the station. The trains remained at the station during the night owing to complete railway disorganisation, but no looting and no disorder were reported. The Chihli forces are also persistently claiming victory at Machang; they state an encircling movement is proceeding towards Tongku with the object of cutting off all Fengtien forces, but there is no confirmation of this statement.

HOSTILITIES BELIEVED TO BE ENDED.

Peking, May 5th.
The Fengtien army is retreating in disorder towards Tientsin.

TROOPS PROCEEDING HOMEWARD.

Tientsin, May 5th.

So far only four troop trains passed Tientsin East bound for Chunlianchen, but they were packed, the troops sitting on the roofs, buffers and couplings of the carriages, apparently cheerful and saying that they were going home without attempting looting.

Chinese and foreign pickets are preventing any of the troops from leaving the station.

Yang I-tch was at the East Station this morning seeing his orders being carried out.

Chang Tso Lin's forces reached Laofa in utter rout, and firing is said to be occurring indiscriminately there.

CASUALTIES.

Peking, May 5th.

It is impossible yet to estimate the total captured Fengtien troops at Chang-sien, but the Chihli casualties for the 24 hours preceding its fall was 1,200. It is estimated that the Fengtien forces suffered 2,000 slightly wounded, all of whom were entrained.

The Fengtien forces proceeding to Suai-yuan consisted of the Sixteenth Division, which was formerly stationed at Chahar. General Ma Fu Huang, a Chihli adherent, is preparing a hot reception for them at Suai-yuan, they will probably detain at Kalgan.

Scattered groups were disarmed in the region of Peking.

A Chihli Brigade which reached Tsung-tsun were thoroughly fired out.

A continuous stream of Fengtien troops, probably from the middle front, are proceeding eastward on foot along the Peking-Mukden railway between Laofa and Tientsin.

JAPANESE LIGHT CRUISER FOR CHINWANGTAO.

Tokyo, May 5th.

The Japanese light cruiser *Chikuma* was despatched for Chinwangtao from Chemoipo to-day.

RAILWAY TRAFFIC INTERRUPTED AT LANGFANG.

Peking, May 5th.

Twenty-one troop-trains crowded with Fengtien troops from Machang, passed through Tientsin going towards Mukden. A derailed car and broken rails are interrupting traffic at Langfang. A bridge repaired party, escorted by an International guard left Tientsin for Langfang at 11 a.m. this morning.

KALGAN LINE CUT.

Peking, May 6th.

It is reliably reported that the Kalgan line was cut at Hsiabao prior to the arrival of Fengtien trains carrying troops who are being disarmed before returning to Peking.

CHANG TSO LIN'S SON WOUNDED.

Chinese reports state that General Chang Tso Lin with his wounded son has arrived at Tongshan. The wounded son has gone into hospital there.

FENGTIEN TROOPS RETREATING TO THE NORTH EAST.

Tientsin, May 7th.

After a skirmish with the Fengtien rear-guard at Poitsang last night, wherein three thousand Fengtien troops were dispersed and retreated to the North-east, two thousand of General Wu Pei Fu's forces arrived at Tientsin early this morning. General Wu Pei Fu was himself with them. He got out at the Central Station but his present whereabouts are uncertain and it is reported that he is going on eastwards this morning. It is understood General Chang Tso Lin is at Langchow where a large number of retreating Fengtien forces are reported to be detaining.

(Continued at foot of next column.)

COMPANY REPORT.

CANTON INSURANCE CO.

The report for presentation to the shareholders at the forty-first ordinary meeting is as follows:—

The General Agents and Consulting Committee have pleasure in submitting a statement of the affairs of the Office made up to December 31st, 1921, in sterling and Hongkong currency.

1920 Account.—After paying an interim dividend of \$18 per share on May 19th, 1921, the amount standing to the credit of this account is \$869,630.19.

This it is resolved to deal with in the following manner:—
To pay a final dividend of \$17 per share \$170,000.00
To add to underwriting suspense account to close the year 1920 699,630.19
\$869,630.19

1921 Account.—The amount standing at credit of this account is \$9,339,632.90. Out of this the General Agents and Consulting Committee have declared an interim dividend of \$18 per share absorbing \$180,000.00. The balance of \$9,159,632.90 will be carried forward.

Consulting Committee.—The General Agents regret to have to record the death of Mr. Francis Maitland who has been actively interested in this Company since 1897 in the capacity of a member of the Consulting Committee.

The Hon. Sir Paul Chater, C.M.G., Sir Robert Ho Tung, Messrs. A. M. Bowles-Smith, R. J. Chapman, T. E. Pearce, H. W. Sawson and H. P. White retire but, being eligible, offer themselves for re-election.

Mr. Henry Humphreys has accepted an invitation to join the Consulting Committee, his election requires the confirmation of Shareholders.

Auditors.—The accounts have been audited by Messrs. A. B. Lowe, F.C.A., and J. Hennessey Smith, F.S.A.A., the latter in place of Mr. H. Percy Smith, F.C.A., on leave.

Messrs. H. Percy Smith, F.C.A., and A. B. Lowe, F.C.A., being eligible, offer themselves for re-election.

THE PRINCE'S LAST DAYS IN JAPAN.

THOROUGHLY ENJOYING HIS INFORMAL TOURING.

MIYAKAWA, May 7th.

The trip of H.R.H. the Prince of Wales throughout the Inland Sea has been made in characteristic weather, rain and haze producing wonderful Turner-esque effects.

His Royal Highness' reception everywhere continues to be amazing, crowds at Osaka, and Kobe breaking through all cordons to get a close view of the Prince.

Every island passed with a cheering distance down the Inland Sea raised its hearty *banzai*; every boat in Mosquito-like fishing fleets flourished flags.

The Prince is thoroughly enjoying this informal touring amidst scenes of world-famed beauty. His Royal Highness has never looked better since the beginning of the tour, nor laughed with a heartier ring than when waving back in acknowledging salutations from the multitudes.

Tomorrow His Royal Highness visits the Kure naval establishments and on Tuesday afternoon sails in the *Renown* for Manila. (From Sir Herbert Russell.)

MORPHINE SMUGGLERS.

"DIABOLICAL INGENUITY."

London, May 6th.

Mr. Basil Mathews who has just returned from Geneva, says that the morphine problem is much more world-wide than the cocaine problem at present, because it enormously affected the Far East as well as Western Europe and America. It will be recollected that China carried on an immense fight against its opium crops from 1907 to 1917, when they were reported to be practically suppressed, and Britain simultaneously ceased the exportation of opium from India to China; but against that was the shocking fact that from 1917 till 1920, a simultaneous and increasing smuggling of morphine to China, was carried on. As many as 800,000 ounces of morphine were manufactured in Great Britain in the year, the greater part of which went out through America in bond, and was taken across the Pacific. It was generally transhipped in harbour there, without going through the Customs and so smuggled into China with the most diabolical ingenuity. Tubes had been discovered concealed in brushes of Japanese make.

MORPHINE HABIT INCREASING IN BRITAIN AND AMERICA.

Later.

Mr. Basil Mathews said that addiction to morphine in Britain and America is increasing, but the Opium Commission has a most practical proposal for meeting this.

Supposing a merchant in Japan wants morphine from Britain, it is proposed that he first get a certificate from his own Government, showing that it is required for medical or scientific purposes; then the certificate must be sent to Great Britain and the Government here must see it, and certify whether it will allow the morphine to be exported. Under that system no morphine can leave or enter any given country or countries, without the will of the Government. If this system of so-called "importation certificates" is agreed to by the Council of the League of Nations this month, it will be recommended for action in Europe or America on September 1st, and in the Far East on January 1st, 1923. If international action is agreed upon by the separate powers that alone can grapple with the morphine problem for "unless we stand together and fight the drug traffic," Mr. Mathews said, "it will destroy us separately."

If the League of Nations did nothing else but constitute itself a medium through which deliverance came from this world wide menace it would justify itself.

BOTTLED IN ENGLAND



Ross's "R" BRAND PILSENER BEER

PER DOZEN PINTS

\$4.25

SPECIAL QUOTATIONS TO CLUBS AND HOTELS.

SOLE AGENTS IN SOUTH CHINA
LANE, CRAWFORD, LTD.

REMOVAL NOTICE.

HAVE REMOVED TO
No. 16, Des Vœux Rd., C.
(Between Our Former Premises and Blue Bird's)

On display New Stock of
MANILA HEMP HATS.
W D W DRAWN WORK.
EMBROIDERIES and LACES.

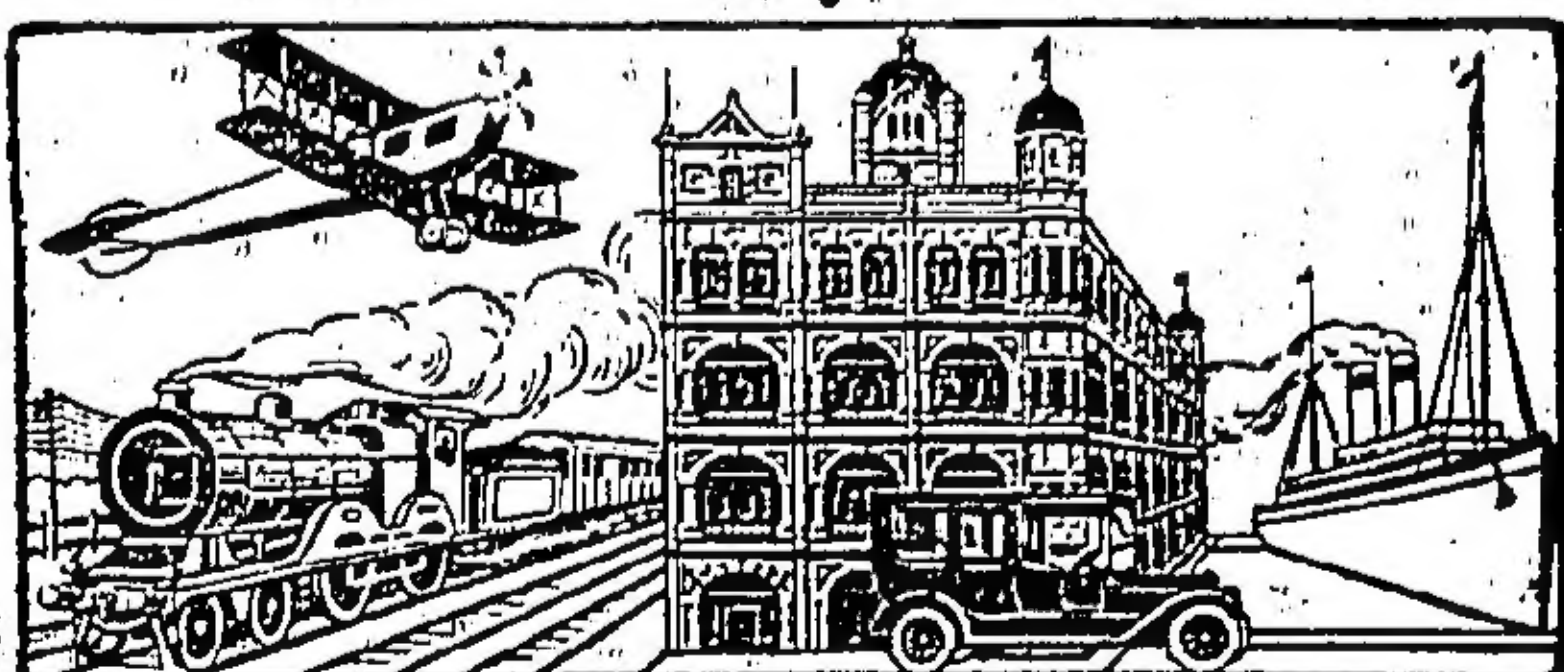
SWATOW DRAWN WORK CO.,
Phone No. 2860. P. O. Box 445.

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"COMPANIA GENERAL DE TABACOS DE FILIPINA."

	In Box of	
Salomones (Tinfoil) ...	1's	81.10
Vegueros Espectales (Bigtail) ...	25's	8.75
" Fines ...	25's	8.95
" Chicos ...	25's	5.50
Favoritos Conde de Guell ...	25's	8.75
" J. Dotres ...	25's	5.95
Excelentes Isabela ...	25's	5.00
Sennadores ...	25's	4.50
Perfector ...	25's	3.50
Especiales Talacalera ...	25's	3.75
Perfector Espectales ...	25's	4.00
Especiales Isabela ...	50's	5.50
Especiales Gral. Las Heras ...	25's	4.25
Regalia A. Lopez ...	50's	6.95

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FIRST QUALITY English Varnishes

HOUSES, SALOONS OF SHIPS, RAILWAY COACHES,
MOTOR CARS, FURNITURE, LOCOMOTIVES, etc., etc.

MANUFACTURED BY THE

Oldest Firm of Varnish Makers in the World.

FULL STOCKS at our HONGKONG BRANCH.

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(Incorporated in the United Kingdom)

ALEXANDRA BUILDINGS, HONGKONG.

HEALTH IN BUSINESS.

KEEPING FIT IN MIDDLE LIFE.

[BY "THE DAILY TELEGRAPH'S" MEDICAL CORRESPONDENT.]

Always a matter of first-rate importance to the bread-winner or man of affairs, the problem of how to keep fit becomes more vital as middle age approaches. However, much the natural buoyancy of youth sustains health and good spirits through the twenties and thirties, there comes a time to many when fatigue is much sooner noticed, chills seem to be more readily contracted, sleep is not quite so sure, and digestion distinctly unreliable. Unfortunately this impairment of strength is usually felt just when the efforts of early years are beginning to bear fruit. It is, however, a lessening of efficiency that need not necessarily occur for the average man or woman who sees to it that the calls of the mind and body for regularity of life, fresh air, exercise, and mental recreation are not systematically neglected in the strenuous rush for success. This, of course, apart from the accidents of life, amongst which must be reckoned the incidence of influenza and other infectious maladies. To-day we know that even tuberculosis, which seemed to present an insoluble problem not so many years ago, gives way before healthy living in pure air and sunlight. Busy men or women who escape these accidents and are really determined to hold on to health in spite of increasing business or professional ties should have no difficulty in maintaining the vigour of youth all through middle life provided they consistently follow certain principles of living. It is a fact that after 40 there is a natural tendency to hardening of the tissues, with a consequent loss of general elasticity; but in health this process is slow, and should not seriously lessen our powers until we approach the limit of the proverbial three score years and ten. That so often the reverse is the case and a lamentable limitation of strength frequently occurs between 45 and 60 years of age serves to show how neglectful of elementary health principles are many who have considered themselves strong enough to go on with their work year in and year out without having to bother about holidays or recreations, or to consider simple problems of health and diet.

Normally the lessened elasticity of the body which is one of the main differences between the man of 45 and his junior by twenty years is expressed not by restriction of power but by lessened capacity to bear sudden strains. After 40 there is not usually the same ability to sprint without distress or to respond readily to any unexpected stress, mental or physical, as in earlier life; but the man of 45 or 50 is really far better able to bear burdens of mind or body to which he has had time to adjust himself than is the more elastic youth. At 40, and for many years after, the brain is a sounder organ of thought and judgment than ever before, whilst the body is more capable of bearing a heavy load than at 20. It is when the candle is burnt at both ends, so that the system is deprived of the benefits of fresh air and clogged with waste products from an over-generous diet, whilst the muscles are not given sufficient exercise, that the hardening process natural to middle life is so quickened up that serious results follow. Nothing is more inimical to that ideal of health, happiness, and fitness in the autumn of life which should be every-one's goal than such a premature "setting" of the tissues between, say, 35 and 45 years of age. Commonly the same neglect of health that leads to this over-rigidity of some tissues at the same time results in flabbiness of the digestive organs. And, one thing leading to another, we find that a poor circulation, indigestion, and disturbed sleep are three very common troubles of the business man who has failed to keep himself fit.

Fortunately there is ample capacity for reaction in many a middle-aged individual who in the flood-tide of success has seriously neglected health and hygiene; and remarkable as it is the rapidly with which an ill-used system gets thoroughly out of gear, it is yet more astonishing to see how attention to simple rules of living will rejuvenate even those who have left their 50th birthday well behind. To breathe as much pure air as possible; to sleep where the moon, dust, and germs of the crowded city no longer enter the lungs at every breath; to take such muscular exercise regularly each day that the heart is kept in good tone and every corner of the body flushed with pure blood, to the confusion of all germs who find in that vital fluid those particular cells (corpuscles) whose sole mission is to devour them; to sleep soundly for at least six hours each night, and to break away from the fetid that the human body requires meat in large quantities to maintain its strength—these are some of the principles through which fitness can be maintained, or unfitness overcome.

MARY ELLEN WALKS.

SECRET OF MYSTERIOUS FIRES.

The mystery of at least one of the "Aerial Arsons" which have recently been troubling the inhabitants of several towns in the United States and Canada by such antics as setting fire to houses, hitting people from behind, and tying the tails of cattle together, has been solved by Dr. Walter Prince, Director of the American Society of Scientific Research.

Dr. Prince devoted several days investigating strange happenings of this description at a farmhouse near Antigonish (Nova Scotia). On his return to Boston he has published a long report in which he demolishes all the fantastic theories advanced by spiritualists and others, and bluntly declares that the "ghost" is Mary Ellen, the maid-of-all-work. Mary Ellen lighted the mysterious fires, he alleges; Mary Ellen tied the cows' tails together; Mary Ellen reduced amateur investigators to such a state of nerves that they imagined they were being hit from behind by unseen hands.

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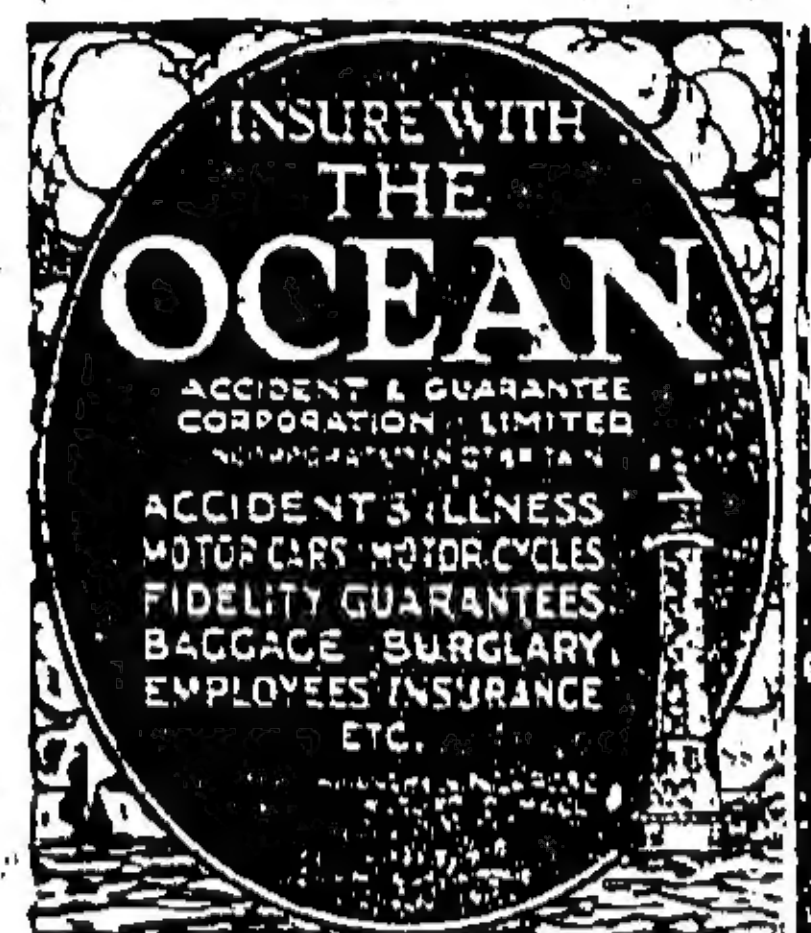
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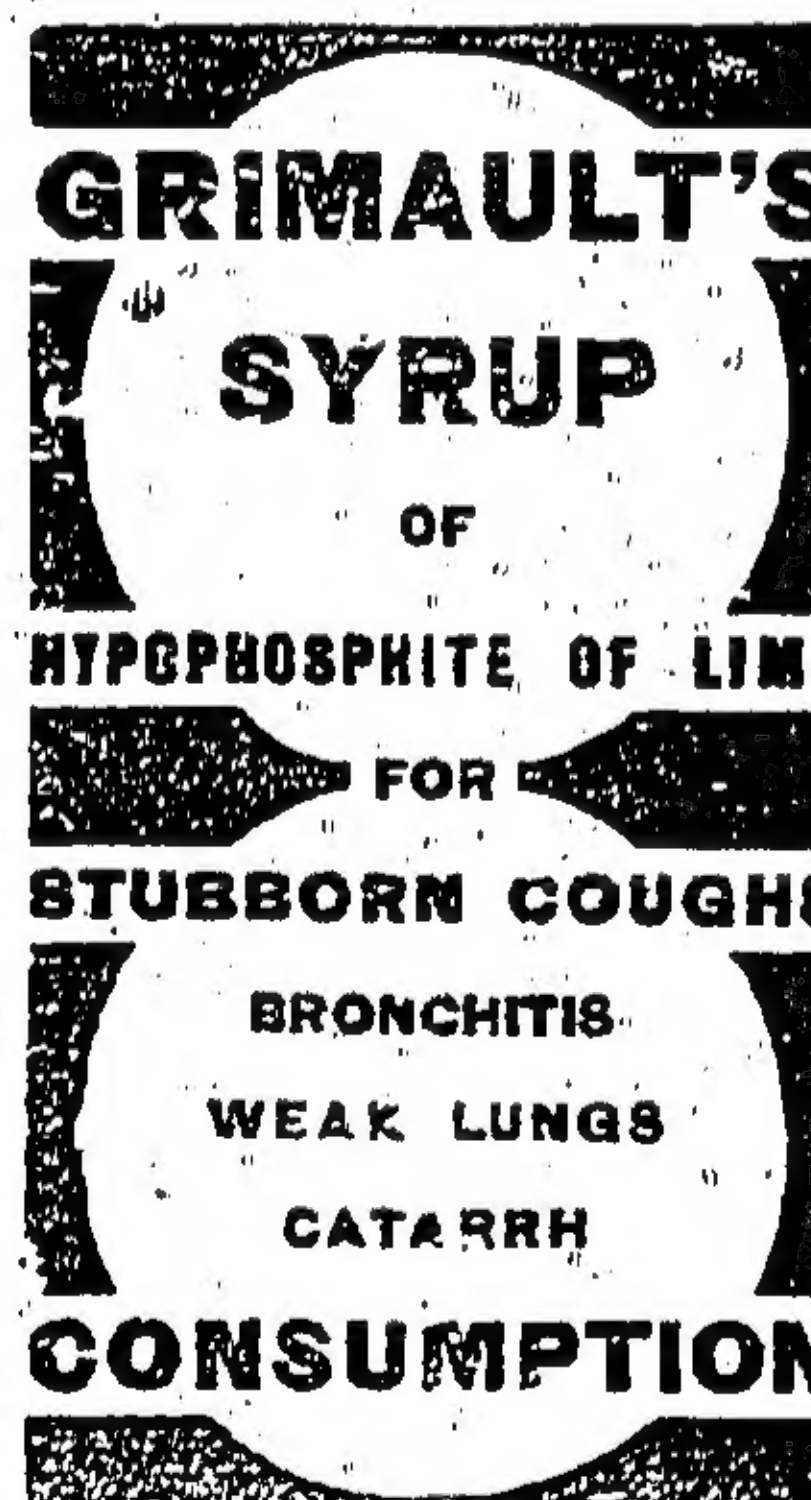
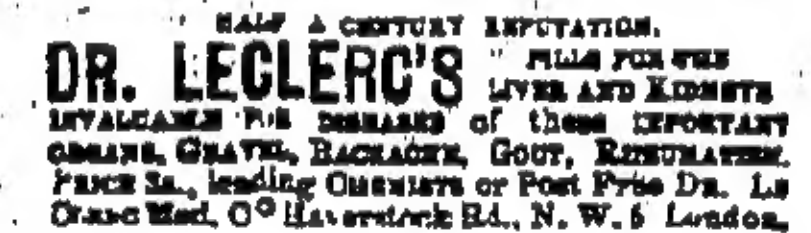
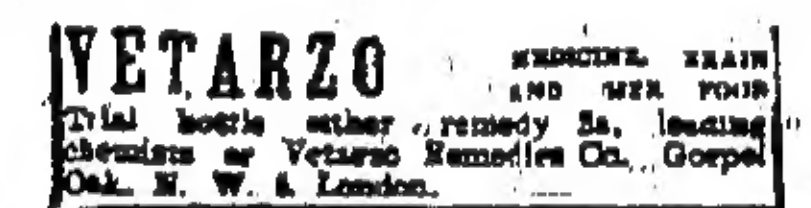
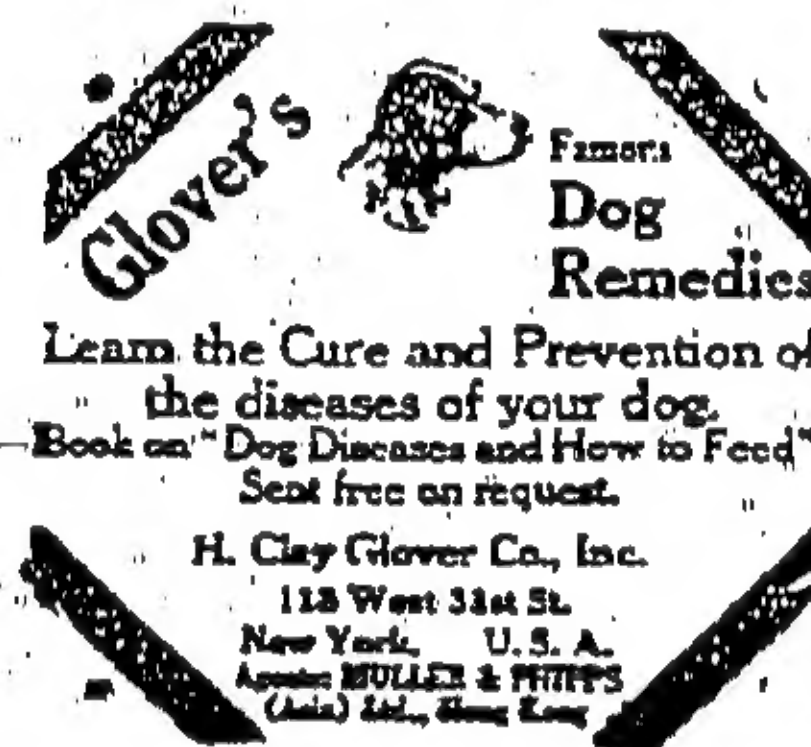
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NO RETURN TO GOLD IN ENGLAND YET.

Sir Robert Horne was questioned recently in the House of Commons about the probable early reintroduction of gold coinage for circulation. The Chancellor said he would not care to prophesy how soon the state of the exchanges would permit of a full restoration of the gold standard in this country. But in any case he hoped that when that time came the community would recognize the superior convenience of paper money over gold coin, and the desirability in the general interest of economising in gold as currency. It was not proposed, he said, in reply to another question to withdraw the present silver coinage and return to the pre-war standard of our silver coinage.

they imagined they were being hit from behind by unseen hands. At the same time, states Dr. Prince, the girl is neither a perverted humorist nor a criminal. Her history, he declares, shows that she had "dream states" at various times in her life. He considers her strange behaviour occurred when she was in a state of "altered consciousness." In this condition the girl, who is mentally backward, was "impelled by disorganate intelligence."

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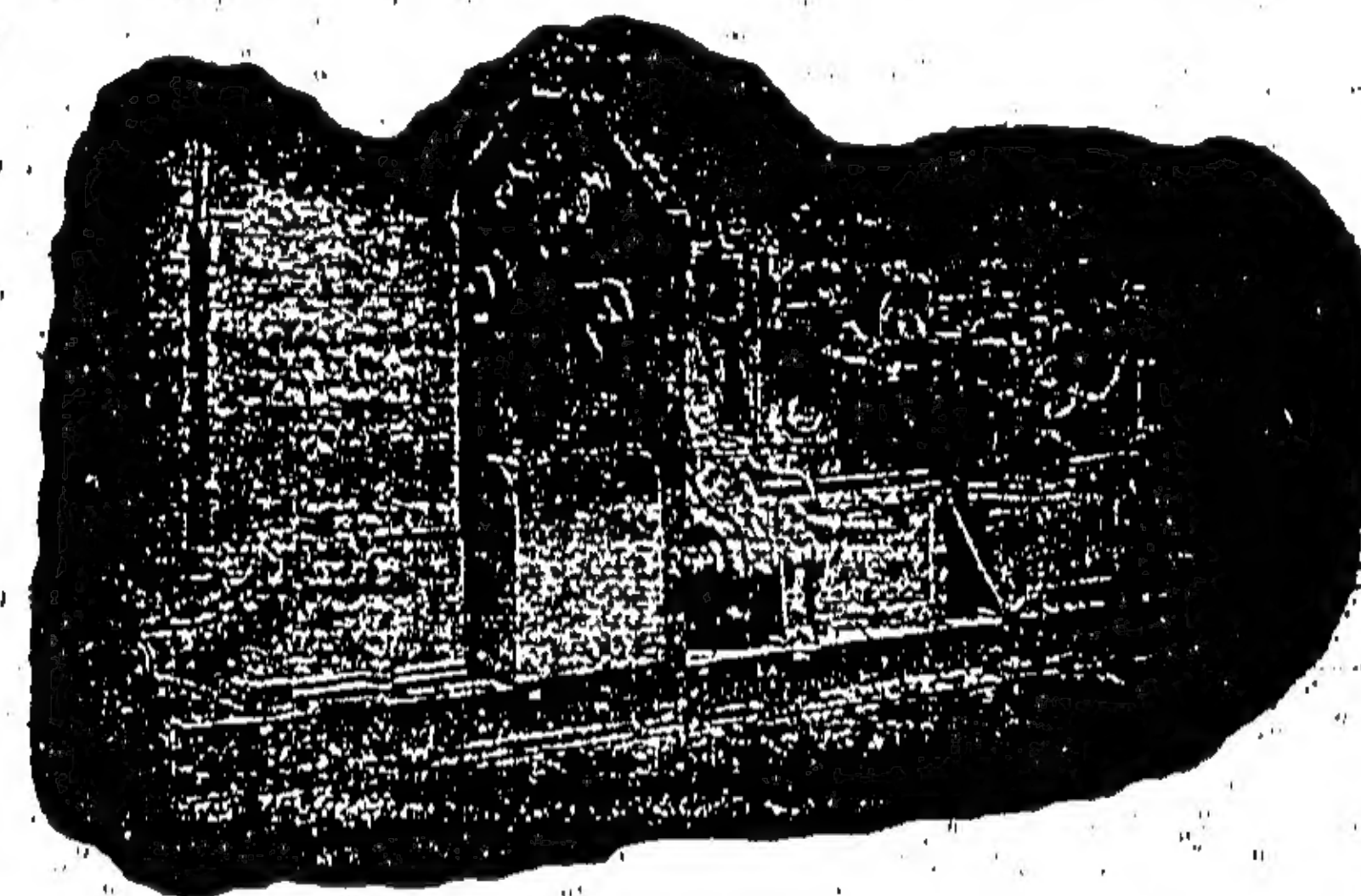
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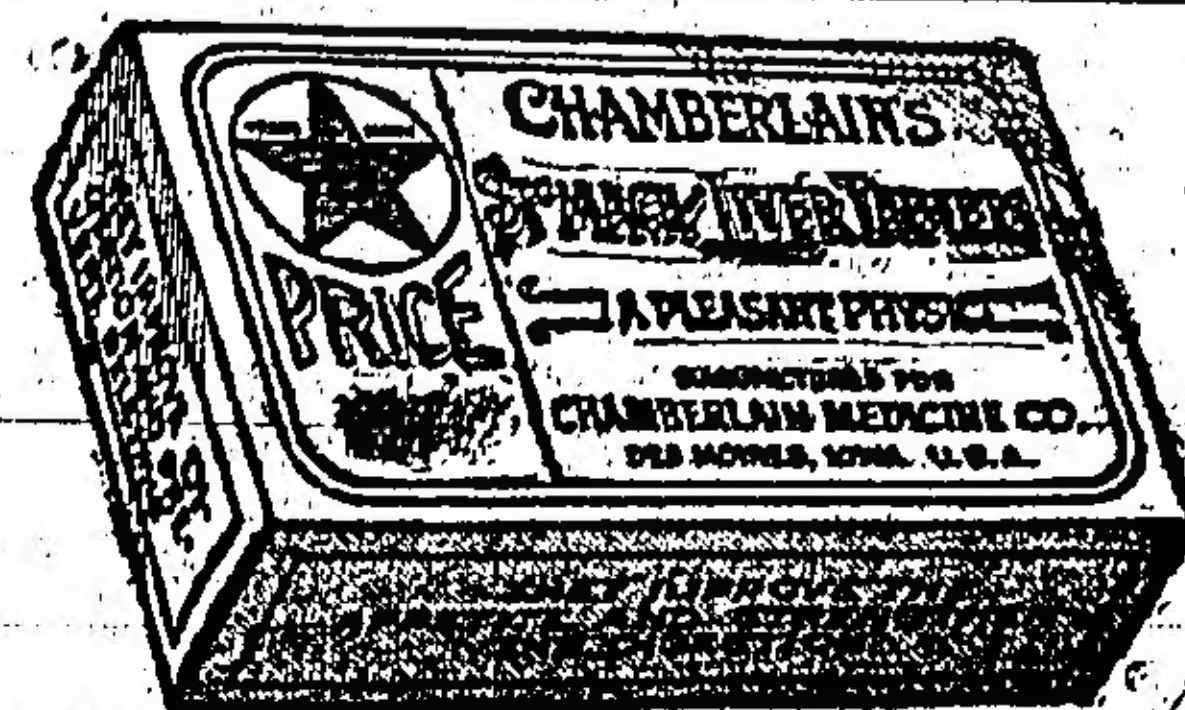
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WORLD IN WRECKAGE.

SALVATION IN WORK.

THE SHIPPING INDUSTRY.

The Lord Chancellor was the chief guest at the annual banquet of the Chamber of Shipping of the United Kingdom, held at the Hotel Victoria, on March 21st. Sir Frederick W. Lewis, president of the chamber, was in the chair.

The President submitted "His Majesty's Government," remarking that they were particularly favoured that night because they were honoured by the presence of the Lord Chancellor, who had from a great maritime city, and for many years represented in Parliament the second largest maritime city of the Empire. (Cheers.) The industry of shipping rendered great service to our island country, which relied upon the outer world for its supplies, and, in return, for those services the industry expected that the Government would maintain for them the freedom of the seas, and ensure for them fair and equitable treatment among the maritime nations of the world. (Cheers.) Like the Government, the shipping industry had its variations in the public regard—(laughter)—but since the war shipping had steadily been restored in the public esteem.

The toast of the Government was always well received in any assembly because it was part of the greater and older institution—that of Parliament itself. Surrounding the name of the British Parliament there was an atmosphere of romance and tradition that particularly appealed to a shipping assembly. What greater romance had they than that of the sea, and what greater tradition than that of the Mercantile Marine? The record of the British Mercantile Marine was one of continuous adventure, but that of the British Parliament stood for stability.

ENCOURAGING SYMPTOMS.

The Lord Chancellor, responding to the toast, said that was the first occasion on which he had been the guest of that powerful and influential association. When he saw a company of 400 or 500 shipowners he was overcome by the romance which they represented. There was hardly a corner of the world into which, when things became more prosperous, their ships would not go. (Laughter.) He realised that this was not the happiest moment for him to address shipowners, when the facts were that there were 12,000,000 tons more shipping in the world than in August, 1914, and about half the business to be done by all that tonnage. It was a tribute to their optimism that they should be dining together in that cheerful atmosphere. (Cheers.) Although it was a commonplace, he would not be deterred from saying that the conditions of shipping would not and could not revive until the total trade of the world was increased. (Hear, hear.) Therefore the one problem in front of intelligent statescraft—supplied either by the present Government or by its more gifted successors—(laughter)—the one problem of intelligent statescraft of the world was to multiply the total trade, which was being done in the world, so to vary the disastrous conditions in which our business life at this moment was lived, that there would be a larger number of potential customers. So long as the present shipwreck of the world lasted there could not be a permanent improvement.

"Do not let us delude ourselves by any too easy spirit of optimism founded upon recollections of our recovery after the Napoleonic wars," proceeded his lordship. "The variety of causes which then securely placed us on the commercial pinnacle of the world for forty-seven years cannot be expected to reproduce themselves at the present time." We have, therefore, "to fall back in exclusive reliance upon the character, the common-sense, the sanity, and the industry of our people. We have gone through strange times, and passed through the kind of anxieties which are only experienced in the history of great peoples. We have seen in the last two and a half years our industrial population, historically, and rightly, accounted the sanest in the world, passing through a perversion and a delusion of unreason. We have seen one great industrial dissenation after another, almost all of them unnecessary, almost all of them delaying, we know not for how long, the reconstruction and recreation of the prosperity of the world. There was the great colliery strike, which every man now admits was one of the most unnecessary industrial struggles that have ever taken place in the history of this country. It is tragic, indeed, to reflect that if it had not been for the coal strike, it might have been possible last year to give that necessary alleviation of the income-tax to which the efforts of the Chancellor of the Exchequer were at that moment directed, as they are at this moment directed. (Laughter and cheers.) Let us at least cherish the hope that the many encouraging symptoms of a restored sanity," proceeded the Lord Chancellor, "which have exhibited themselves in the last few months may serve to avert from us the great and unnecessary misfortune with which we are threatened at this moment. Indeed, it would be a paradoxical comment upon our common-sense and civilisation if, at a moment when millions of unemployed are thronging our streets—sustained necessarily and properly by public charges, which, if continued, will stereotype our present rate of expenditure—no means could be found to make an arrangement between the men and their employers in a controversy which, if it be once entered upon, and if it be protracted, will again dash far from us every hope of any alleviation of present conditions." (Cheers.)

Lord Sumner proposed "The Shipping Industry." He said there was a great romance about the shipping industry. It had had its ups and downs, the president said; but he ventured to correct him. As far as his own experience went, it always had its downs. He had not hitherto heard very much about its ups. (Hear, hear.) Recently there was an idea that shipping had done very well. There was a statement in some of the newspapers that if one went golfing near Cardiff one could not drive a ball without hitting a millionaire. (Laughter.) He never attached any credence to that kind of story. There was also a well-known instance three or four years ago, when Mr. Bonar Law mentioned that he had recently received a dividend on shipping shares which he thought positively scandalous. (Laughter.) He did not go on to say what he did with the money—(laughter)—but he (Lord Sumner), believing Mr. Bonar Law put it to excellent and lawful use. Still, when the popular report was that shipping was doing remarkably well, he always noticed that its captains, like the strong, silent men of the lady novelists, preserved a patient and silent appearance, they never let on when they were doing well, but if they were not doing so well the public was allowed to know the truth. (Laughter.) He gathered that things seemed to be looking up. Believing as he did that the prosperity of the shipping industry was one of the pivots of our national prosperity, that we could not keep our place in the universe if our shipping industry flagged, he trusted that with economy, dogged sticking to it, and the complete removal of shipping control, they might do great things for the industry yet, and in no short time. (Cheers.)

Sir WILLIAM NOBLE, in response, declared that he had nothing to do with Post Office. (Laughter.) Sure and reasoned optimism in the industry, he said, was one of the best aids to recovery; a cynical pessimism could only prolong the period of distress. The conditions of industry in other countries were as bad as, if not worse than, in this Great Britain, but, unlike us, they had had recourse to, or had contemplated, the use of all sorts of quack remedies. Instead of calling in the Government doctors, all the industry in this country asked to be left alone to manage its own affairs. It was because of economic necessity that British mercantile marine had developed, and that fact might well give them confidence when they were tempted to fear the friendly or unfriendly rivalry of competitors who had been actuated more by sentiment than natural need. No essential industry could be kept permanently on an uneconomic basis; it must ultimately find its commercial level. The optimist he admired was the man who had the courage when the soup kitchens were opened to order half a dozen steamers. To preach pessimism was just about as futile and not nearly so comforting as to sit down and dwell upon that blessed word Mesopotamia, or Micawberlike, wait for something to turn up. (Laughter.)

WEATHER REPORT.

May 7th, at 11.52.—Pressure has increased slightly at Shanghai and decreased slightly from Formosa to the Visayas. There may be a depression far east of Luzon.
Hongkong Rainfall for the 24 hours ending at 2 a.m. 7th May, 0.03 inch. Total since January 1st, 15.11 inches, against an average of 13.38 inches.
The forecast for the 24 hours ending at noon to-day is as follows:—
District Forecast
Hongkong to Gap Rock { Light variable winds, freshening slightly from N.W. (later, generally fine.
Formosa Channel { The same as No. 1.
South coast of China between { The same as Hongkong and Lamook { No. 1.
South coast of China between { The same as Hongkong and Hainan { No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 7th.

	Previous Day at 3 p.m.	On Date at 6 a.m.	On Date at 3 p.m.
Barometer	29.88	29.85	29.82
Temperature	83	76	85
Humidity	76	95	89
Wind Direction	S	Calm	SSE
Force	2	0	3
Weather	o	b m	b
Rain	0.04	0.00	0.00

Highest open-air Temperature on 6th = 85
Lowest open-air Temperature on 7th = 75

HONGKONG TIDE TABLE.

From 8th to 14th May, 1922.

HIGH WATER.				LOW WATER.			
Days of Week.	Day of Month.	H'kong Standard Time.	Height ft. in.	Days of Week.	Day of Month.	H'kong Standard Time.	Height ft. in.
Mon.	8	7 9	5 8	Mon.	8	0 53	1 6
Tues.	9	7 22	5 8	Tues.	9	1 28	2 1
Wed.	10	7 44	6 2	Wed.	10	1 31	1 8
Thur.	11	8 15	5 8	Thur.	11	2 13	1 6
Fri.	12	8 28	6 7	Fri.	12	2 7	2 0
Satur.	13	8 50	6 4	Satur.	13	2 56	1 0
Sun.	14	9 27	7 2	Sun.	14	3 38	0 6
		10 18	5 2			3 16	2 4
		11 16	4 9			4 20	0 5
		12 10	4 7			5 39	0 2
		1 0 11	4 6			6 42	0 9
		2 42	7 0			5 43	0 7

INDO-CHINA

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SAILINGS, SUBJECT TO ALTERATION

BANGKOK via SWATOW...	"YATSHING"	Tuesday, 9th May, Noon.
HAIPHONG via HOIHOW...	"TAKSANG"	Wednesday, 10th May, 10 a.m.
TIENTSIN via TUNGTAI, WEIHAIWEI...	"CHEONGSHING"	Wednesday, 10th May, Noon.
SHANGHAI via SWATOW...	"HANGSANG"	Wednesday, 10th May, Noon.
STRAITS & CALCUTTA...	"KUMSANG"	Wednesday, 10th May, 3 p.m.
Kobe via SHANGHAI...	"LAISANG"	Friday, 12th May, daylight
MANILA...	"LUONGSANG"	Friday, 12th May, 3 p.m.
SHANGHAI via SWATOW...	"KWONGSANG"	Saturday, 13th May, daylight
SANDAKAN...	"MAUSANG"	Tuesday, 16th May, Noon.
STRAITS & CALCUTTA...	"KUTSANG"	Wednesday, 17th May, 3 p.m.

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S.S. "RADNORSHIRE"	9th June, LONDON, HULL, ROTTERDAM & HAMBURG.	23rd May.
M.V. "GLENBEG"	9th June, LONDON, HULL, ROTTERDAM & HAMBURG.	17th June.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENAPPE"	22nd May, GENOA, LONDON, ROTTERDAM & HAMBURG.	8th May.
M.V. "GLEGARRY"	9th June, LONDON, HULL, ROTTERDAM & HAMBURG.	23rd May.
S.S. "CARNARVONSHIRE"	9th June, LONDON, HULL, ROTTERDAM & HAMBURG.	17th June.

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SHIPPING NEWS

ARRIVALS.

May 28th.
Vaddapak, American str., 1,700 tons, Capt. J. Hill, from Saigon, with rice, Pacific Mail S.S. Co.
Changsha, British str., 1,400 tons, Capt. F. C. Gambrell, from Sydney, with a general cargo.—B. & S.
City of Canton, British str., 4,575 tons, Capt. K. O. Henderson, from Shanghai, with a general cargo.—Bank Line.
Poochow, British str., 1,225 tons, Capt. W. Andrews, from Dairen, with a general cargo.—B. & S.
Hanquing, British str., 1,350 tons, Capt. G. S. Holmwood, from Shanghai, with a general cargo.—J.M. & Co.
Huotai, Japanese str., 1,075 tons, Capt. T. Ishigaki, from Haiphong, with a general cargo.—Y.K.K.
Hua Ming, Chinese str., 1,031 tons, Capt. W. M. Farrell, from Saigon, with rice.
Hydrangea, British str., 561 tons, Capt. W. J. Collins, R.N.R., from Swatow, with a general cargo.—China S.S. Co.
Janus, British str., 1,320 tons, Capt. P. H. Beuching, from Kobe, with a general cargo.—Mackinnon, Mackenzie & Co.
Kailung, British str., 967 tons, Capt. J. D. Miller, from Haiphong, with a general cargo.—B. & S.
Khyber, British str., 2,014 tons, Capt. L. D. Pinckney, from London, with a general cargo.—Mackinnon, Mackenzie & Co.
Yingchow, British str., 1,216 tons, Capt. G. D. Mills, from Shanghai, with a general cargo.—B. & S.
 May 29th.
Chefoo, Chinese str., 681 tons, Capt. J. T. Thirlwell, from Sarawak, with timber, Hong Shun S.S. Co.
Durand, British str., 1,355 tons, Capt. John Kendall, from Singapore, with a general cargo.—B. & S.
Hanquing, British str., from Canton.
Kailung, British str., from Canton.
Lianchow, British str., from Canton.
Lushan, British str., from Canton.
Pravara, Norwegian str., 1,167 tons, Capt. O. Hansen, from Saigon, with rice, Fook Tai Cheong.
Shanghai Maru, Japanese str., 590 tons, Capt. R. Ishitani, from Keelung, with coal.—Kimura.
Silver State, American str., 3,577 tons, Capt. John Griffith, from Seattle, with a general cargo.—Admiral Line.
Takaka Maru, Japanese str., 1,994 tons, Capt. K. Katsuramori, from Keelung, with coal.—Y.K.K.
Takaka, British str., 957 tons, Capt. T. Croft, from Haiphong, with a general cargo.—J.M. & Co.
Washing, British str., from Canton.

CLEARANCES.

May 28th.
Akita Maru, for Rangoon.
Amakusa Maru, for Swatow.
Ayeyar, for Saigon.
Khyber, for Shanghai.
Kunming, for Shanghai.
Panama, for Bangkok.
Phan Nam, for Bangkok.
Tenpo Maru, for Shanghai.
Unkai Maru, for Keelung.

Van Cloon, for Swatow.
 Washing, for Swatow.
 Yingchow, for Canton.
 Yuenning, for Saigon.

PASSENGERS.

ARRIVALS.

Per s.s. **Janus**, on May 28th: Major Y. E. Smith, Mr. D. S. Petrick, Capt. W. A. R. Hancock, Mr. K. F. Woodward, Mr. E. Kerr, Mr. J. Samuel, Mr. R. Sayers, Mr. C. M. Carter, Mr. D. C. Walsh, Mr. A. H. Wakely, Mr. E. J. Quinn, Mr. G. Thirlwell.
 Per P. & O. s.s. **Khyber**, on May 28th: Mr. A. T. Masson, Mr. Mrs. and Miss Taylor, Mr. J. McBride, Mrs. Orr, Mrs. J. E. De Wolf, Mrs. Bull, Mr. and Mrs. I. Reeves, Capt. C. J. Godfrey, Mrs. K. Godfrey, Etc. G. T. Day, Mr. C. E. Anderson, Mr. F. A. Batts, Mr. and Mrs. W. Popham, Mr. B. E. Stiffenson, and Mrs. P. Seale, Mr. and Mrs. H. Anthony, Miss D. Thompson, Mr. M. M. Mackintosh, Mr. E. Quixley, Mr. R. B. Hall, Mr. S. E. Faber, Mr. B. L. Smith, Mr. T. Williams, Mr. and Mrs. E. Stewart, Mr. and Mrs. J. Krause, H. F. Dr. Wellington and Madame Koo, Mr. F. Heymans, Capt. D. James, Miss N. Hanky, Mrs. P. Jollyman, Mr. R. E. G. Smith, Hon. W. F. Roell, Brig-General Watt, Mr. L. Cox, Mr. A. Crowe, Mr. Macdonald, Capt. G. Cole, Mr. T. Moolenaar, Mr. T. A. Whately, Mr. J. A. Whately, Mr. F. E. Fisher, Mrs. B. Coon, Col. E. Gibson, Mr. W. B. Cox, Mr. I. Schryver, Mr. and Mrs. L. Felkin, Mr. C. Dunman, Miss Curtis, Miss French, Mrs. P. Newitt, Mr. M. C. Espahant, Mr. and Mrs. Jordan, Mr. T. Sadhomal and Mr. H. Oaking.

SHIPPING MOVEMENTS.

The Blue Funnel steamer **Monitor** arrived at London on May 28th.
 The "Ellerman" Line s.s. **City of Seattle** which left Hongkong on March 25th arrived at London on 4th inst. a.m.
 The N.Y.K. s.s. **Awa Maru** (Bombay Line) left Bombay for Hongkong via Singapore on May 27th, and is expected here on May 28th.
 The R.M.S. **Empress of Canada** left England on May 26th, and is due at Hongkong on June 1st.
 The R.M.S. **Montezuma** arrived at Yokohama on May 26th, left Yokohama on May 27th, and is due at Vancouver on May 28th.

VESSELS EXPECTED.

Bombay Maru (N.Y.K.), due May 11th.
Empress of Asia, due May 10th, 11 a.m.
Jeyapore (P. & O.), due May 8th, about 5 p.m.
Kidderpore (P. & O.), due May 12th.
Mishima Maru (N.Y.K.), due May 10th.
Takada (R.I.), due May 10th.
Tokoro Maru (N.Y.K.), due May 8th.
Wray Castle (Dodwell-Castle), due May 10th.

THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

HUNG SHUN SHIPPING FIRM,

227, QUEEN'S ROAD, CENTRAL.
 TELEPHONE No. 1202.

SARAWAK LINE.

Direct Service and reasonable rates.
 Sailings from Hongkong subject to alteration.

The Steamship

"CHEFOO"

will be despatched
 FOR SARAWAK (KUCHING).

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 Telephone 1445.

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 —DRY DOCK—
 Length 787 Feet.
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 Capable of Handling Ships up to 3,000 Tons Displacement.
 Electric Crane at Sea Wall, Capable of Lifting 100 Tons at 70 Feet Radius.

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Lower Berth in First Class Sleeping Car across Canada
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OPERATING FAST FREIGHT AND PASSENGER STEAMERS

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AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

FIRST CLASS FARE TO EUROPEAN PORTS

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First Class Accommodation Throughout.

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HONGKONG TO SAN FRANCISCO

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S.S. "NANKING"

May 30th.

S.S. "CHINA"

July 6th.

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HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.

S.S. "GORJISTAN" S.S. "ALMERIA"

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports

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TEL: FREIGHT DEPT. & AGENT.
 No. 2161.

CABLE ADD: "CHIMAIL."

[34]

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON
 for NEW YORK & BOSTON

s.s. "WRAY CASTLE" ... sailing on or about 16th May.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

PIUM having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

s.s. "TRIESTE" ... sailing early in May.
 s.s. "VENETIA" ... sailing on or about 4th June.

FOR BRINDISI, VENICE & TRIESTE

s.s. "PERSIA" ... sailing on or about 12th May.
 s.s. "TRIESTE" ... sailing end of May.
 s.s. "VENETIA" ... 2nd half of June.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

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Agents.

N. Y. K.

SAILING SUBJECT TO ALTERATION

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports
 Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

YTO MARU (Calling Keelung) ... Monday, 13th June, at 11 a.m.
 SHIDZUOKA MARU (Calling Keelung) ... Monday, 3rd July, at 11 a.m.
MARSEILLES, LONDON & ANTWERP ... Singapore, &c.
 HAKONE MARU ... Wednesday, 17th May, at 11 a.m.
 SUWA MARU ... Friday, 28th May, at 11 a.m.
HAMBURG via DUNKIRK, LONDON & ROTTERDAM.
 TOTORI MARU ... Tuesday, 9th May.
LIVERPOOL via MARSEILLES and VALENCIA.
 TATSUNO MARU ... Sunday, 4th June.
SYDNEY & ADELAIDE via Manila, &c.
 AKI MARU ... Tuesday, 16th May, at 11 a.m.
 TANGO MARU ... Tuesday, 30th June, at 11 a.m.
NEW YORK via PANAMA.
 DURBAN MARU ... End of May.
NEW YORK via Suez.
BIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE
 KAWACHI MARU ... Sunday, 4th June.
BOMBAY via Singapore and Colombo.
 BOMBAY MARU ... Friday, 12th May.
JALOUTTA via Rangoon.

NAGASAKI, KOBE & YOKOHAMA.
 TANGO MARU ... Friday, 19th May, at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA.
 MISHIMA MARU ... Thursday, 11th May, at 11 a.m.
 SADO MARU ... Friday, 2nd June, at 11 a.m.
 For further information apply to— **NIPPON YUSEN KAISHA**
 K. H. KAMEI, Manager.
 Telephone Nos. 282 & 283.

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MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO
 FROM HONGKONG BY DIRECT ROUTE.

"Dewey" ... Due Hongkong 12th May.
 Leave Hongkong 15th May.
 "West Prospect" ... Due Hongkong 11th June.
 Leave Hongkong 13th June.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY
 SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF
 LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SINGAPORE, SOERABAYA,
 SAMARANG AND BATAVIA.

"West Farolan" ... Due Hongkong 24th May.
 Leave Hongkong 28th May.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

For Full Information Apply To

STRUTHERS AND BARRY,

L. EVERETT, General Agent for
 JAPAN-CHINA-PHILIPPINES,
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 1st Floor, Powell's Building,
 Phone No. 3008
 G. P. BRADFORD, Res. Agent.

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 (THE YAMASHITA S.S. Co. Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE
 BETWEEN

KEELUNG, HONGKONG & HAIPHONG.
 Sailing from Hongkong.

FOR HAIPHONG via Hobeu & Pakhoi

s.s. "TAIKWA MARU" ... on or about 11th May.

FOR KEELUNG via Swatow & Amoy

s.s. "HOZUI MARU" ... on or about 11th May.

For further particulars, please apply to—

S. MITARAI, Agent,
 No. 27, Bonham Street, Wai
 Tel. No. 155.
 Top Floor, King's Building
 Tel. No. 140.

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FOR MANILA AND NEW YORK.

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PORTLAND, ORE.—JAPAN PORTS, HONGKONG & MANILA

VESSEL ... LOADING ABOUT
S.S. WEST CAYOTE ... 12th MAY, 1922.
S.S. HANAWA ... second half of May.
 (Operated for s/c of U.S. Shipping Board.)

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 12, Chater Road. Phone No. 1500.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

"MADAWASKA" via Suez Canal ... 31st May. Boston and New York.
Subject to change without notice.

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Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH, CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

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ELLERMAN & BUCKNALLS, CO., LTD.

FREIGHT & PASSENGER SERVICE.

OUTWARDS.

HOMEWARDS.

"CITY OF CALCUTTA" ... 8th May...Marseilles, London, Dunkirk and Antwerp.
"CITY OF PEKIN" ... 18th May...London, Dunkirk, Rotterdam & Hamburg.

Subject to change without notice.

For particulars of freight and passage rates apply to—

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Joint Service of the

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Sailings from Hongkong.

To Boston and New York.
"KARROO" ... via Suez Canal ... 10th May.
"BELLEROPHON" ... via Suez Canal ... 13th May.
"EURYADES" ... via Suez Canal ... 20th May.
"DEUCALION" ... via Suez Canal ... 5th June.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
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SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT

DESTINATIONS.	STEAMER & DISPLACEMENT.	SAILING DATE.
SHANGHAI, KOBE & YOKOHAMA ...	"ANGERS" 15,000 ...	On or about 22nd May.
"AZAY LE RIDEAU" ...	15,000 ...	On or about 26th May.
"ARMAND BEHIC" ...	11,000 ...	On or about 3rd June.
MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, ANG, COLOMBO, DIBOUTI, SUEZ & PORT SAID ...	"PORTHOS" 20,000 ...	On or about 13th May.
"ANGOR" ...	15,000 ...	On or about 30th May.

COMMERCIAL LINE

ALSO SERVICE TO BORDEAUX, HAVRE, DUNKIRK, & ANTWERP. (ON APPLICATION)
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HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodations for First-Class Passengers, Electric Light and Fans in staterooms, saloons and excellent cuisine.

FOR

SWATOW AMOY & FOOCHOW

(AND RETURN.

(Occupying 8 or 10 Days)

BAIHONG ... Capt. W. C. Passmore ... Thursday, 11th May, at 1 p.m.
HAICHING ... Capt. J. S. Thomson ... Tuesday, 16th May, at 1 p.m.

Arrival and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

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PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"FLASSY"	7,346	10th May	Marseilles, London & Antwerp
"DONGOLA"	8,000	14th May	do.
"SICILIA"	8,000	18th May	Singapore, Colombo & Bombay.
"KRYBER"	9,000	21st June	Marseilles, London & Antwerp
"DELTA"	8,100	21st June	do.
"KASHMIR"	9,000	5th July	do.
"SOUFAN"	7,000	18th July	Singapore, Colombo & Bombay
"KARHALA"	8,000	19th July	Marseilles, London & Antwerp
"KARHAR"	9,000	2nd Aug.	do.
"SARDINIA"	6,500	10th Aug.	do.
"DEVANHA"	8,091	30th Aug.	do.
"KALVAN"	8,987	13th Sept.	do.

BRITISH INDIA - APCAR SAILINGS

"EURYALUS" 3,570 11th May, noon. Singapore via Amoy.

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN" 31st May { Manila, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.

Frequent connections with the Union S.S. Co.'s steamers from Australia to the United Kingdom via New Zealand, Vancouver and San Francisco.
New Zealand S.S. Co.'s vessels to South.

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tonnage	From Hongkong	Destination
"JEYPORE"	5,318	9th May, 4 p.m.	Shanghai & Kobe.
"NOWSHERA"	7,890	11th May	Amoy and Kobe.
"TARADA"	6,349	14th May	Shanghai & Kobe.
"TREWINNARD"	7,323	18th May	Shanghai.
"SICILIA"	6,700	24th May	Shanghai only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in list of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

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O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP, MARSEILLES—

Monthly direct service via Singapore and Pen. Said.

"ALPS MARU" ... Thursday, 18th May.

BUNKER AIRS—RIO DE JANEIRO, SANTOS, DUREAN &

DAPE TOWN via SAIGON & SINGAPORE. PASSENGER SERVICE.

"SEATTLE MARU" ... Thursday, 13th May.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE

"MALAY MARU" ... Thursday, 13th May.

DELI & BANGKOK via SAIGON & SINGAPORE

"KISHU MARU" ... Thursday, 1st June.

CALCUTTA—Fortnightly service via Singapore, Penang & Rangoon.

"SEIKAI MARU" ... Thursday, 18th May.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—

Via Dairen—Taking cargo to OVERLAND PORTS U.S.A. & CANADA

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco

"ALASKA MARU" ... Tuesday, 18th May.

NEW ORLEANS LINE via SUEZ.

"CELEBS MARU" ... Tuesday, 16th May.

JAPAN PORTS—Kobe & Yokohama via Shanghai

"ATLAS MARU" ... Thursday, 11th May.

"LONDON MARU"

KEELUNG via SWATOW & AMOY—These steamers have excellent accommoda-

tion for 1st and 2nd class saloon passengers.

TAKAO via SWATOW & AMOY

"KISHU MARU" ... Tuesday, 16th May.

Tel. No. 4090. Y. YASUDA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK

For Freight and full particulars apply to—
FURNESS (FAR EAST) LIMITED
(Incorporated in Great Britain)
St. George's Building.

Telephone 3165.
Telegrams "Furprince".

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS

For	Steamer	To Sail
SHANGHAI ...	"LIANGCHOW"	On 8th May, 4 p.m.
SHANGHAI ...	"SHANSHI"	On 8th May, 10 a.m.
HOIHOW & SINGAPORE ...	"TEAN"	On 8th May, 11 a.m.
FAKHOL & HAIPHONG ...	"KAIFONG"	On 9th May, 11 a.m.
SWATOW & BANGKOK ...	"KIANGSU"	On 9th May, 2 p.m.
SHANGHAI & TSINGTAO ...	"YINGCHOW"	On 9th May, 11 a.m.
SWATOW & SINGAPORE ...	"KINGYUAN"	On 10th May, 11 a.m.
SHANGHAI ...	"SZECHUEN"	On 11th May, noon.
CHERFOO & NEWCHWANG ...	"CHIHLI"	On 11th May, 5 p.m.
SWATOW, SHANGHAI & TSINGTAO ...	"SHANTUNG"	On 14th May, 4 p.m.
AMNIA, CEBU & ILOILO ...	"CHINHUA"	On 15th May, 4 p.m.

SHANGHAI LINE—PASSENGER, MAILS and CARGO
Excellent Saloon accommodation, amiable Electric Fans in Saloon and staterooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Europe and Northern China Ports. Passengers are landed in Shanghai, avoiding inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via

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BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.)
Agents.

CARGO & BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

I. K. K.
TOYO KISEN KAISHA

Reduced Fare to Europe U.S.G. \$620.50 First Class Throughout.

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN"

STEAMER	TONS	LEAVES HONGKONG	ARRIVES SAN FRANCISCO
TERUYO MARU	...	May 31st	May 31st
KOREA MARU	...	May 31st	May 13th
SHINYO MARU	...	May 31st	May 24th
PERSIA MARU	9,000	June 1st	June 14th
TAIYO MARU	12,000	June 1st	June 21st
SIBERIA MARU	20,000	June 1st	July 8th

Calling at Dairen. Calling at Keelung.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA MANILA, KIELUNG, JAPAN, HONOLULU, HILO SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.
TERMINES BY TRANS-ANDRAN ROUTE TO BUENOS AIRES.

STEAMER	TONS	LEAVES HONGKONG	ARRIVES VALPARAISO
SEIYOMARU	14,000	May 22nd	May 22nd
RAKUYO MARU	...	June 24th	June 24th
GINTO MARU	...	Aug. 27th	Aug. 27th

Omit Manila.

For full information regarding passenger, freight and sailings, apply to—

Y. TSUTSUMI, MANAGER.

King's Building Tel. No. 274 & 74.

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

PACIFIC MAIL S.S. CO.

MANAGING AGENT, U.S. SHIPPING BOARD

EMERGENCY FLEET CORPORATION.

TRANS-PACIFIC SERVICE

Freight and Passengers

Fare to European Ports U.S.G. \$620.50 First Class throughout.

AMERICAN STEAMERS

SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA and HONOLULU

S.S. "EMPIRE STATE" ... May 28th ... June 18th

S.S. "HOOSIER STATE" ... June 20th ... July 13th

HONGKONG-CALCUTTA SERVICE

Freight only.

CALCUTTA via SINGAPORE, PENANG and RANGOON

FOR HONGAY

S.S. "LAKE GILFEN" ... May 5th, Daylight

HONGKONG, MANILA-HONOLULU-SAN

FRANCISCO SERVICE

Freight and Passengers

Sails from Hongkong, Sails from MANILA. Arrives San Francisco

S.S. "PRESIDENT HAYES" ... June 2nd ... June 25th

S.S. "WOLVERINE STATE" ... June 30th ... July 23rd

S.S. "CREOLE STATE" ... Aug. 4th ... Aug. 27th

S.S. "WOLVERINE STATE" ... Sept. 1st ... Sept. 24th

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone 141. Cable Address "SOLANO." Union Building, Hongkong.

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[23]

